

Latitude 38

VOLUME 25 NUMBER 10 1998

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THERE'S NO PLACE LIKE FIRST PLACE!

(You can say that again!)

Chuck and Anna Jones began their search for the perfect boat in 1995. Their plan was to cruise the Delta with their four children. They soon fell in love with a red-trimmed Catalina 30, named her *Delta Ruby* and joined Stockton Sailing Club. Their first day on the river they sailed alongside another sailboat -- and *Delta Ruby* has been a raceboat ever since.

But with competition came the demand for more boat speed. So Chuck and Anna called on Pineapple Sails for a new 155% genoa and the advice and support that went with it. The next year they placed 1st in division in the Club's fall series and also the Club's Jack and Jill race. The Club commodore dubbed the boat "Ruby Slippers" for the lucky shoes in the Wizard of Oz. (Their battle flag flaunts a sequined high-heeled red shoe.)

In 1997 the Joneses bought a new Pineapple spinnaker and this year we built them a new main. They finished the 1998 spring series with a first in division and in the Overnight Race., and with a 2nd in the Club's Double-handed Long-distance race.

So click your heels three times...and give us a call.

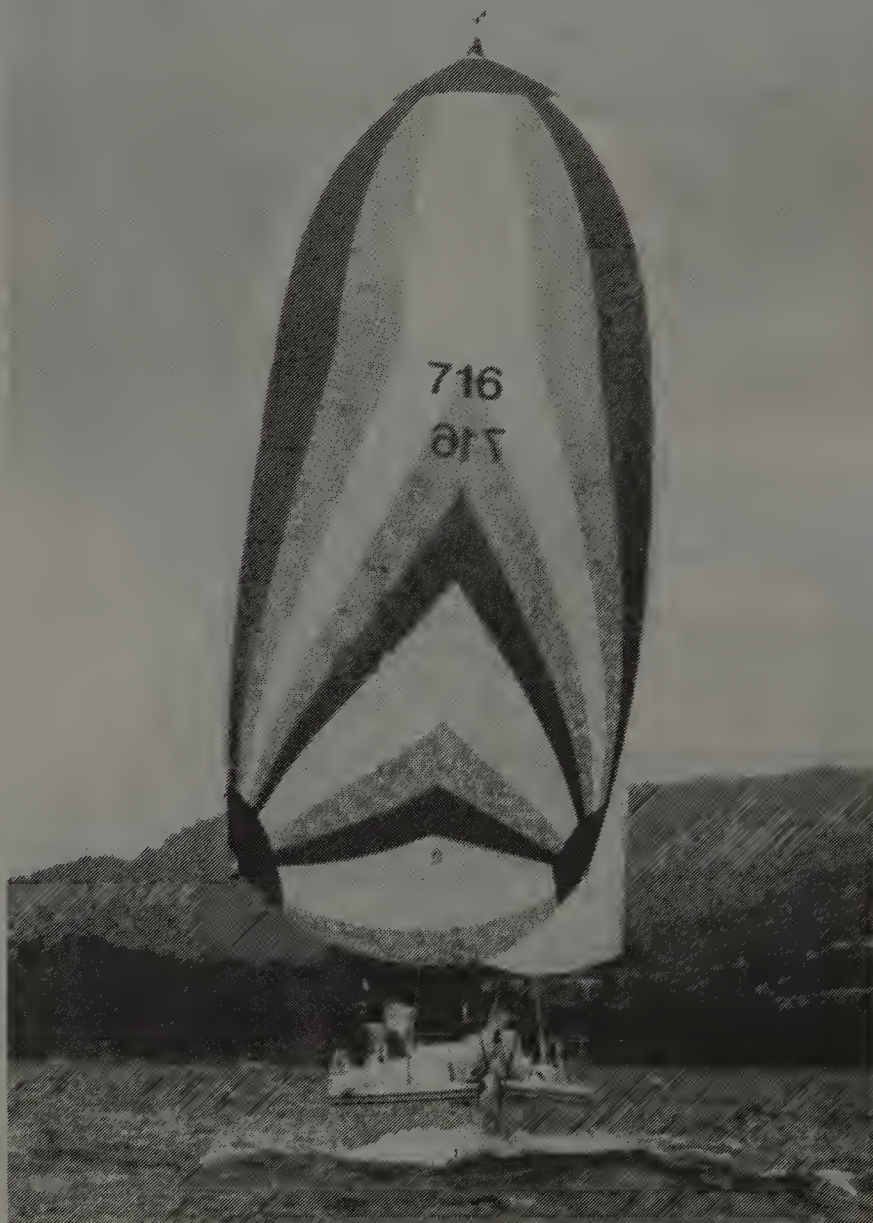
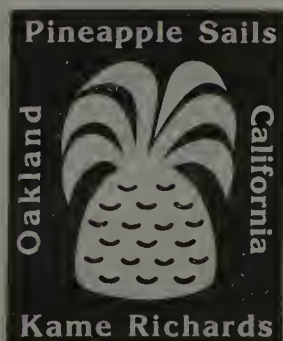


photo: Mariah's Eyes (510) 864-1144

****Delta Ruby***

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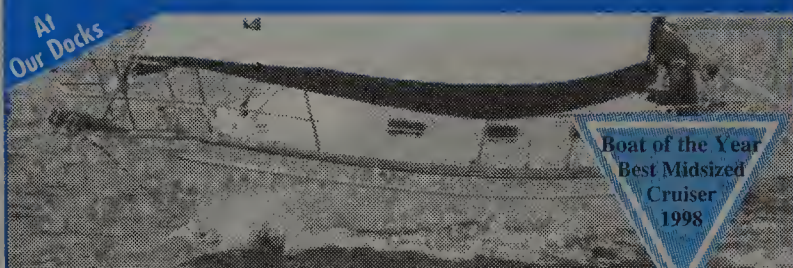
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ISLAND PACKET 320

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Our Docks

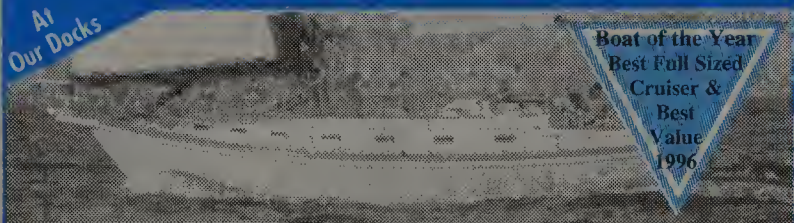


Boat of the Year
Best Mid-sized
Cruiser
1998

The 320 combines all the quality and features you'd expect from Island Packet. Check out the new 320 and you'll see why *Cruising World* selected the 320 as the 1998 Boat of the Year winner for best small cruiser. This is the ideal boat choice for those looking for good quality, roomy, comfortable accommodations and an easily managed yacht under 35 feet. Excellent sailing performance.

ISLAND PACKET 45

At
Our Docks



Boat of the Year
Best Full Sized
Cruiser &
Best
Value
1996

The Island Packet 45 is a remarkable yacht that simply does everything you could ask a cruiser to do with finesse. The boat is quick and well mannered with a roomy, elegantly appointed interior. The superior quality is readily apparent. This is the only boat ever to win *Cruising World* magazine's Best Boat and Best Value awards.

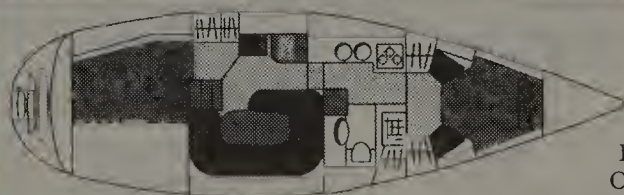
Introducing the New Island Packet 380

Ten boats were offered at a preproduction price of \$196,850 sailaway! A savings of \$23,100 off the introductory price of \$219,950. Five boats have already been sold.

A refundable deposit will secure one of the remaining five boats for you. Upon your inspection you can proceed or get your deposit back. Call for full details on the boat. We did not have them at press time, but have them now.

Dehler 41 Deck Saloon

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Our Docks



Central Winch System



All lines lead back to
dual electric winches
at the helm station.

Cruising World Magazine's
1998 Best Full Size Cruiser and
Overall Cruising Boat of the Year

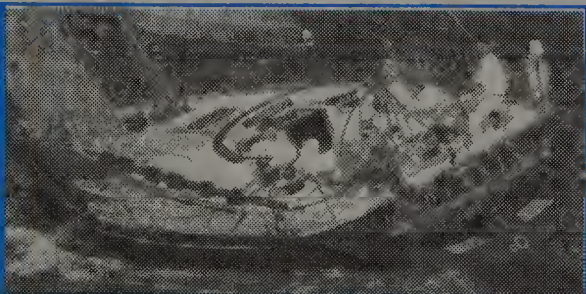
Dehler 41 Cruising

At
Our Docks



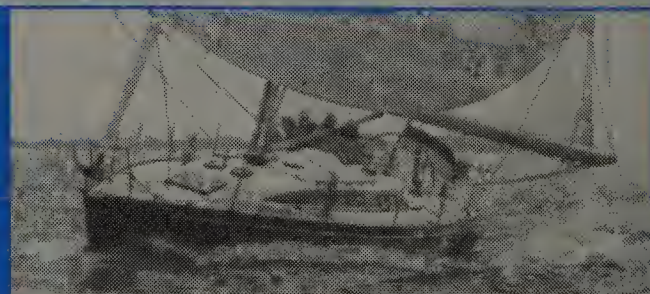
Superb German Craftsmanship and Engineering • Fast, Elegant and Comfortable

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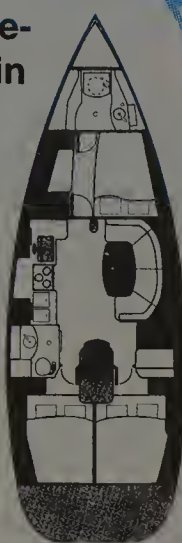
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AT OUR DOCKS



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BEST
VALUE
1998

Two-Cabin



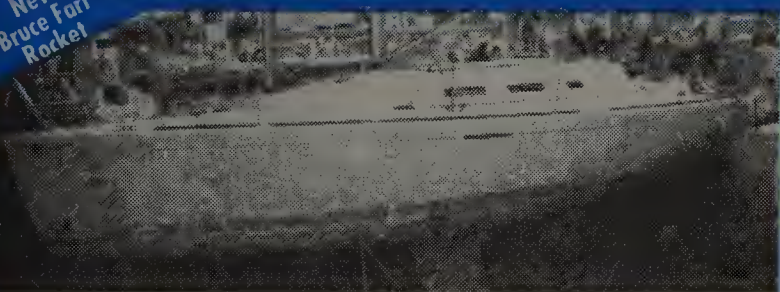
Beneteau Oceanis 411

LOA 41'7"
LWL 36'1"
Beam 13'
Draft 5'7"

The new Oceanis 411 was love at first sight for me. The boat has a traditional look with raised teak bulwarks. The interior is elegant and roomy with a feel very similar to the larger 461. This may be all the boat you will ever need for extended or local cruising. A great liveaboard.

Beneteau First 40.7

New
Bruce Farr
Rocket



The all new Beneteau First 40.7 combines a sleek and sophisticated racer with all the comforts of a luxurious cruiser. Her Bruce Farr designed hull and powerful rig provide excellent performance whether you're knocking the 'socks off' your competition on the race course or if you just want to get to the next harbor a little more quickly than usual. Sailaway at only \$174,900 with four Quantum Sails and Harken deck gear.

Beneteau 36 Center Cockpit

Immediate
Delivery



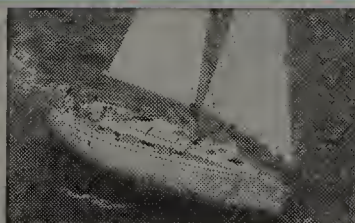
With the room of a 40-footer and extreme ease of handling, the new 36 is a must see. Standard equipment such as furling main and jib makes this boat simple to handle. Her refined hull design makes her a swift and nimble cruiser. Below decks you'll find a great aft stateroom, a large gourmet galley, comfortable forward stateroom and a large comfy saloon. All at a very reasonable price.



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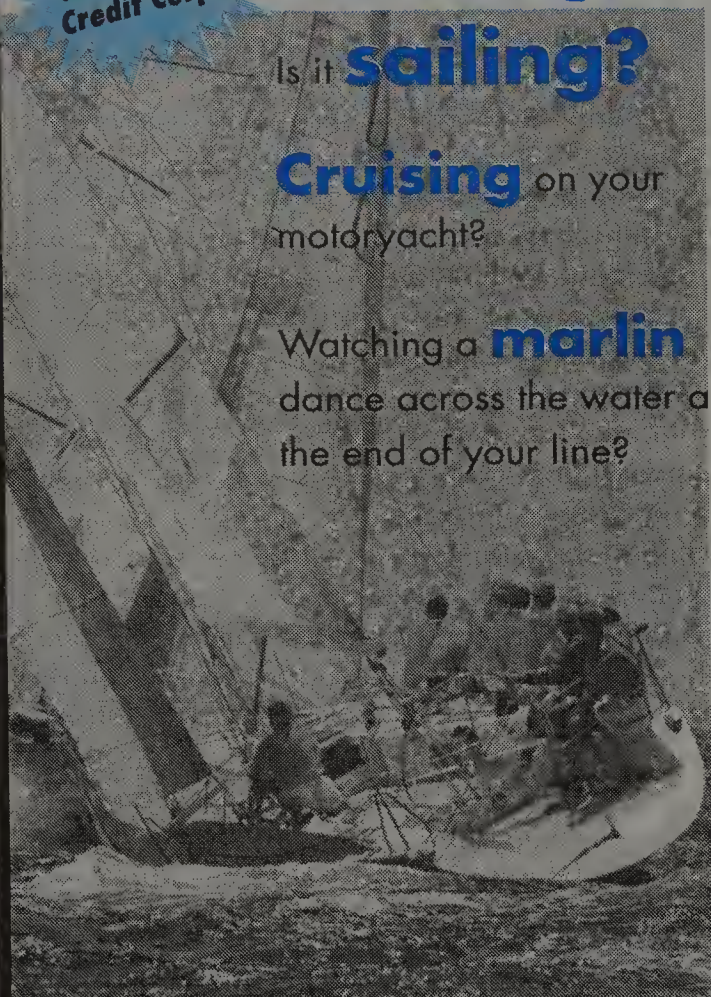
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dance across the water at
the end of your line?



Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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IN
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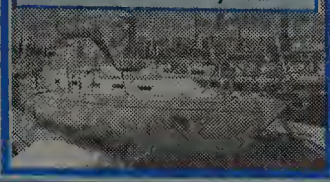
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COVER PHOTO BY TIM WRIGHT
Mariette at the Antigua Classic Regatta.

Copyright 1998 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

40' STEVENS, '82



Performance center cockpit in exceptional condition. Now \$119,500.

45' EXPLORER



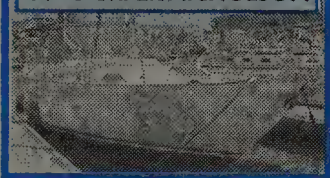
Groious lines and o comfortable ride on the ocean. \$103,500.

57' ALDEN



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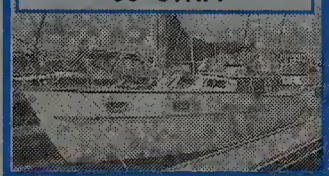
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30' C&C, '71	\$18,500	44' PETERSON	\$124,500
32' CATFISHER	\$96,000	45' EXPLORER, '78	\$103,500
33' CS	\$35,000	57' ALDEN, '31	\$180,000

33' SWIFT



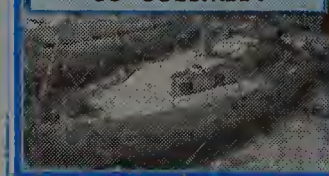
Raised cabin for great visibility. Good liveaboard, at our dock. \$44,900.

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Well kept performance cruiser. At our dock. Asking \$35,000.

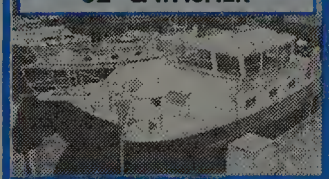
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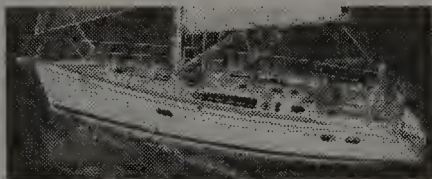


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windlass, GPS, much, much
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Trades welcome.



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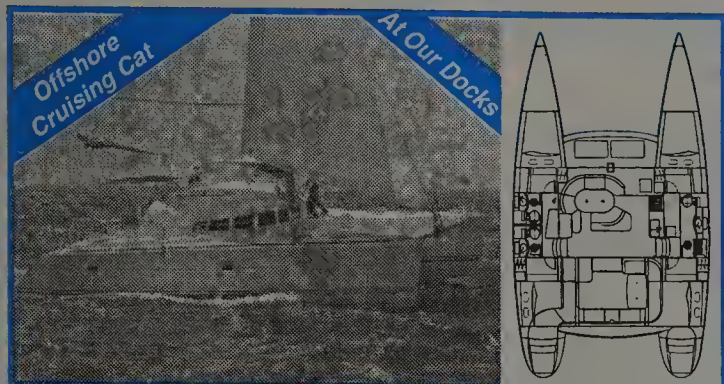
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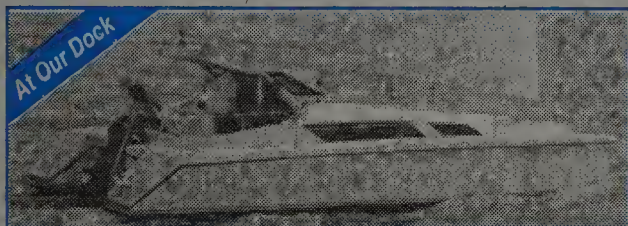
"The Lagoon 410 is the best new cruising cat in the past 5 years!"
— Annapolis Sailboat Show, 1997



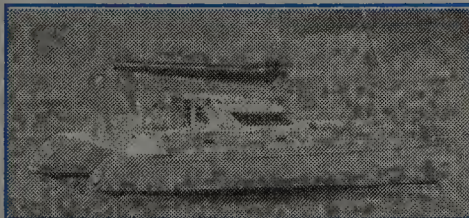
The All-New Lagoon 410

(more photos & full details on our web site at www.cruisingcatsusa.com)

- ☐ 3 cabin/2 head version with 'owner's suite' (w/optl. washer/dryer and private office)
- ☐ 8-13 knots under sail, 8.5 knots under power
- ☐ Same interior room as a 50' monohull
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- ☐ Other luxury Lagoons from 47' to 67'. Call for details!



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The new Fountaine Pajot 35, 38 & 42 all have beautifully upgraded interiors for 1999!

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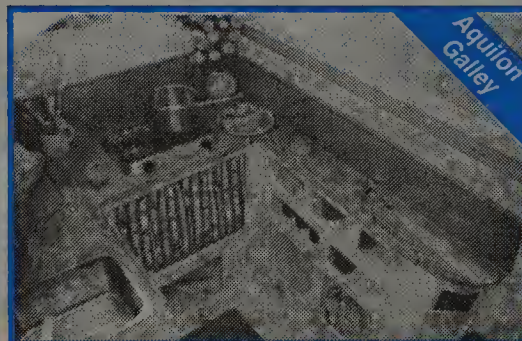
"Hello Aquilon" (Bye-bye Corsair)

Welcome to the all-new, trailerable Aquilon 26, a state-of-the-art, performance-cruising catamaran.



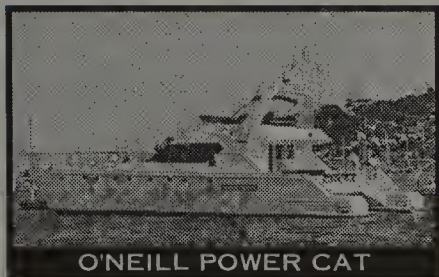
The Aquilon guarantees you 5 major benefits over the proven (but aging) Corsair F-model trimarans.

1. **Comfort** Catamarans heel less than half as much as trimarans – barely 5 to 6 degrees vs. 12 to 14 degrees! Besides greater comfort, this 'no-heel' sailing also is an added *safety bonus* for any children, pets or crew onboard.
2. **Roominess** (A) The Aquilon 26's cockpit is 230% larger than the F-28's. (81 sq. ft. vs. 35 sq. ft.) (B) Each Aquilon hull offers full standing headroom. (You can barely SIT upright in the F-28's lone hull.) (C) And the Aquilon 26 has FOUR separate living areas – double berth cabin, head w/ shower, U-shaped galley (see photo), L-shaped dining settee (converts into a 2nd double berth).
3. **Economy** The Aquilon 26 costs \$2,000 LESS than a comparably equipped F-28, yet the Aquilon is roomier than the F-31 (which is \$30,000 more expensive than an Aquilon!)
4. **Performance** The Aquilon is a 'mini-muscle' boat. She motors at over 10 knots and can sail in excess of 20 knots!
5. **Trailerable** Because the Aquilon weighs only 1,950 lbs. (nearly 500 lbs. less than an F-28), it's very easy to tow. (See photo with a compact auto pulling an Aquilon.) It's easy to take your Aquilon to Puget Sound, Lake Tahoe, the Pacific coast, the Sea of Cortez – you name it!

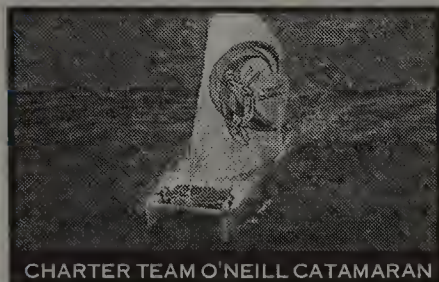




CATALINA 270, '96...\$42,800



O'NEILL POWER CAT



CHARTER TEAM O'NEILL CATAMARAN

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NEW CATALINAS

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BROKERAGE

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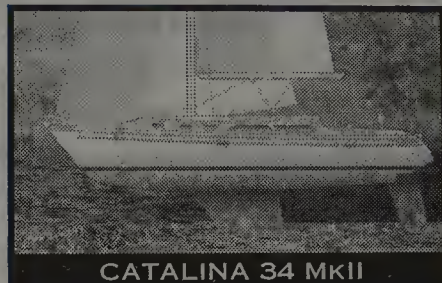
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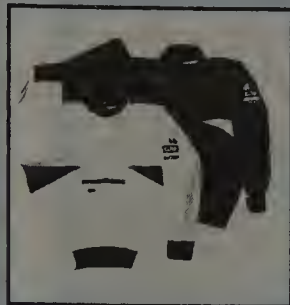
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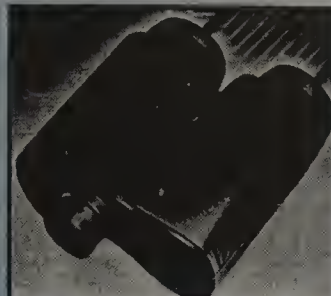
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resistant, waterproof hand held unit. The ergonomically designed instrument stores 9 bearings in memory, calculates changes and time differences in bearings and easily displays range. Weighs less than 12 ounces! Takes 3 watch type batteries (included). \$339.95

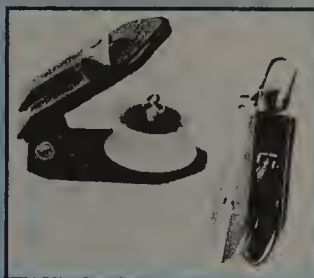


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Model HA 4375 Max Line 3/8" SWL 441lbs

\$16.95

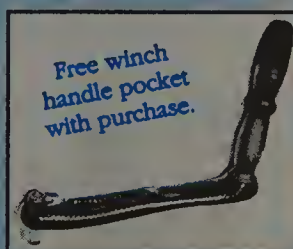
Model HA 1375 Max Line 7/16" SWL 1323lbs

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Auto Ratchet Block by Holt Allen. More responsive than any single block made. Sheave is 2.05" in diameter. Block is 3.7" long. SWL 550lbs. Max line 3/8".

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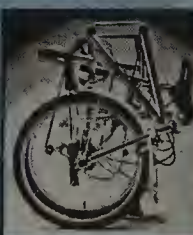
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Mountain Gold Folding Bicycle by Dahon. Dahon lowers the price barrier on their 26" wheel 12-speed folding bicycles with the new Mountain Gold (which is pearl red in color).

Model ST612

Mountain Gold

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Model CB26

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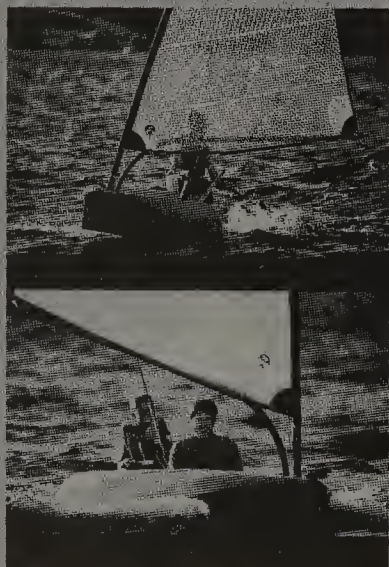
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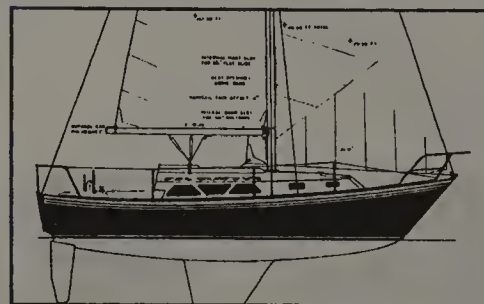


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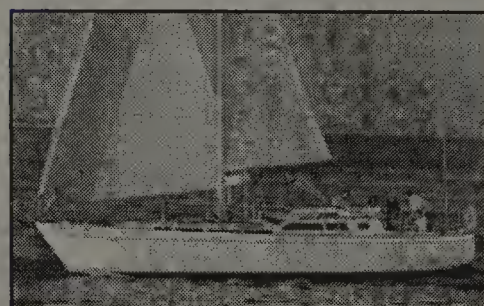
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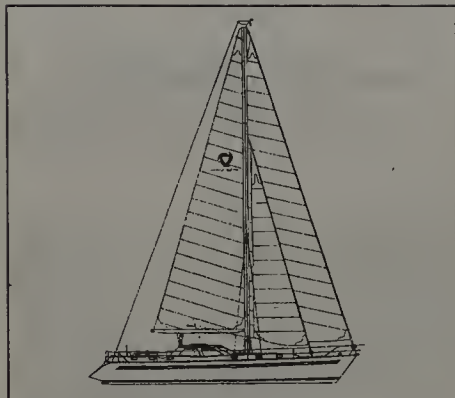
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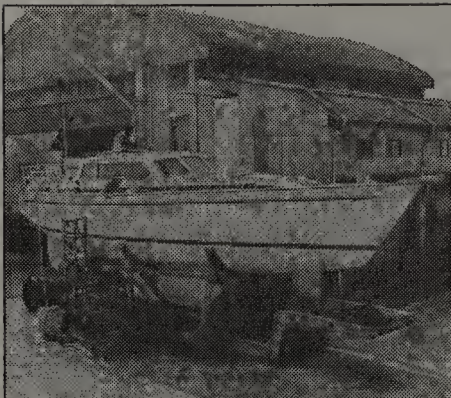
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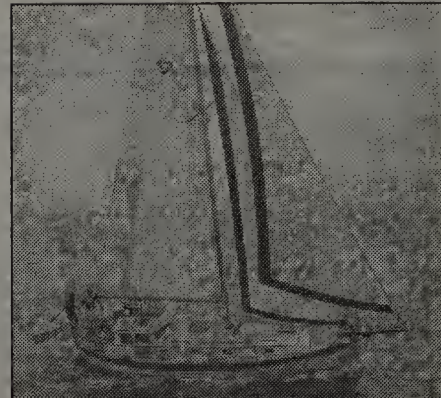
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55' Tayana modification. Some hull & soil plan, 2 or 3 cabin layout, 2 nav/con stations, 140hp Yonmor diesel, fast, comfortable. \$485,000.



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Perry design, well equipped, includes generator. This is a fast offshore cruising sailboat in great shape! See this one. \$185,000.



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40' PANDA CUTTER, '82, Perry Designed

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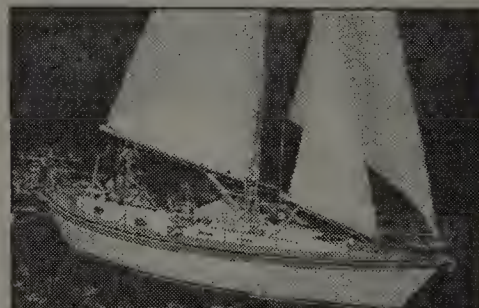
36' MAGELLAN KETCH

Angelman designed cruising ketch. Volvo 36 hp dsl, full keel. Exc. condition! Furling jib, right electronics. Great liveaboard. See to appreciate. Asking \$52,000.



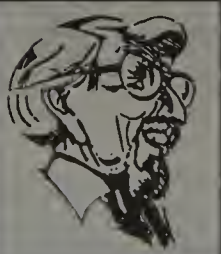
33' HUNTER SLOOP

Yonmar diesel, furling jib, roomy and well lighted. Look at this one for a good buy! \$22,000.



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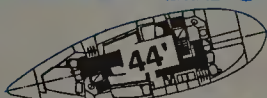


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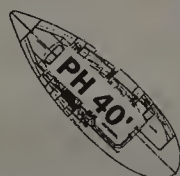
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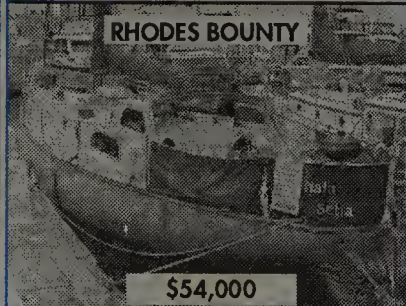


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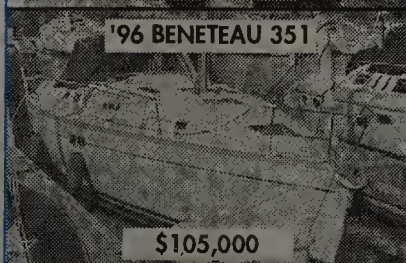
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'77 CT 41' KETCH



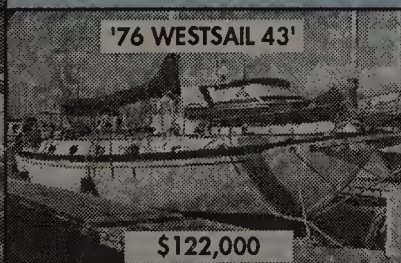
\$62,000

'96 BENETEAU 351



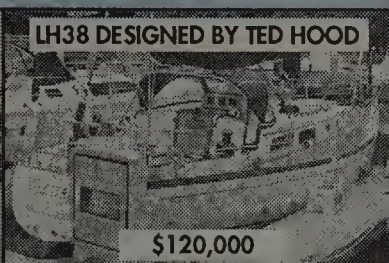
\$105,000

'76 WESTSAIL 43'



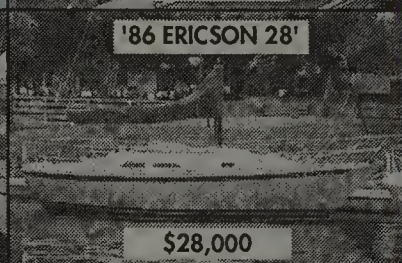
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'86 ERICSON 28'



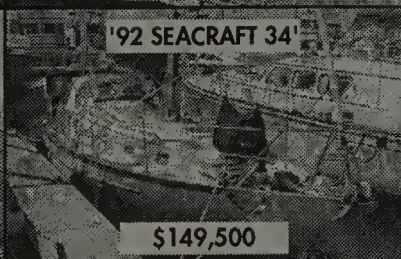
\$28,000

'77/'78 HANS CHRISTIAN 38'



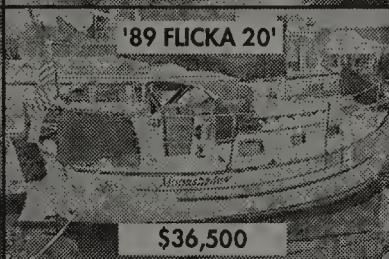
\$92,500

'92 SEACRAFT 34'



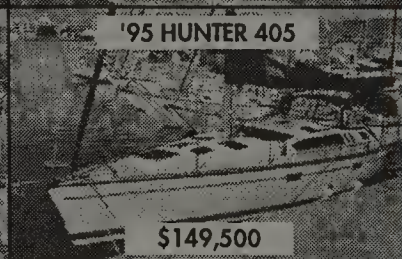
\$149,500

'89 FLICKA 20'



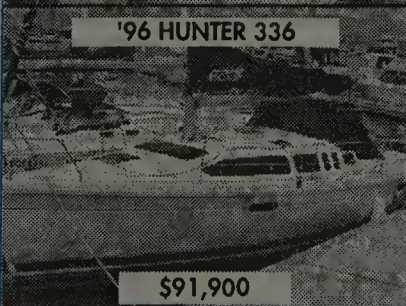
\$36,500

'95 HUNTER 40S



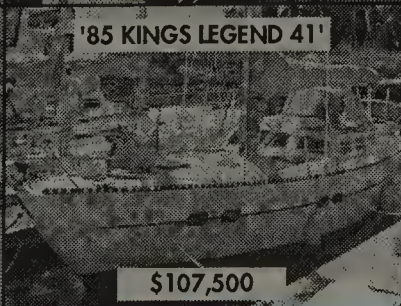
\$149,500

'96 HUNTER 336



\$91,900

'85 KINGS LEGEND 41'



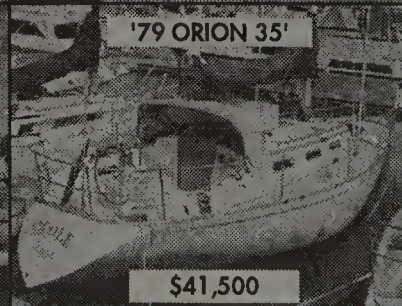
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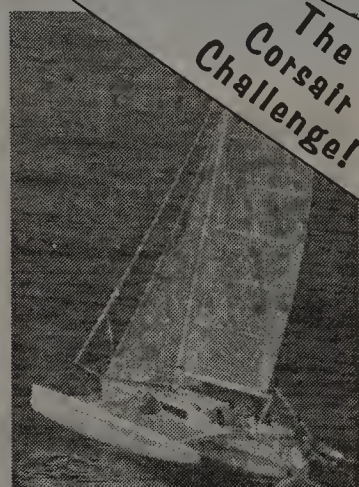
In the last issue of 'Latitude 38', Rod Gibbons invited you, the sailor, to compare his new catamaran, the Aquilon 800, with the Corsair F-28. I feel that Rod has used an old advertising gimmick by creating meaningless comparisons between dissimilar products.

If I am wrong, and what Rod says is true, then he should rise to the opportunity of meeting my challenge. I will show up at July 12 at 8:00 AM at the Grand Avenue launch ramp (right next to Rod's office) in Alameda with my Corsair F-28 on its trailer. Let's see whose boat is the easiest and fastest to rig and launch from the trailer.

Then, at noon, I challenge Rod, 'mano a mano', to sail singlehanded from the ramp, do a lap around the SF Approach buoy and return to Alameda. I'm sure a real test will settle any controversy.

So Rod! If your boat is all that you say it is then this should be your crowning moment.

— Gary Helms



BROKERAGE.....BROKERAGE.....BROKERAGE



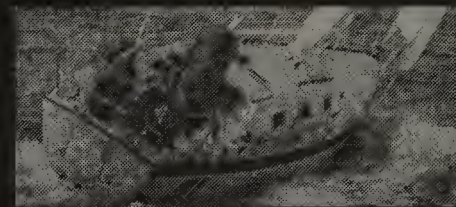
Cross Trimaran 47 Defiance. \$220,000.



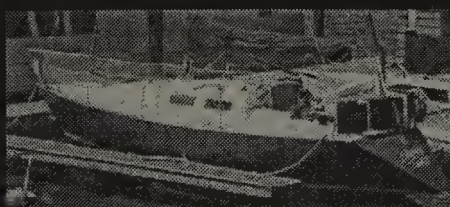
32' Buccaneer. \$27,000.



34' Cal. \$27,500.



28' Lancer. \$9,000.



34' Spencer. \$25,000.



28' Fisher Cat. \$57,000.

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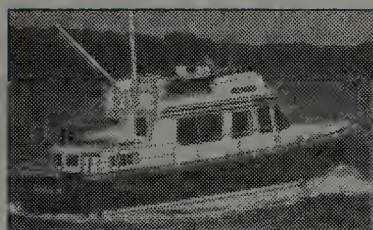
Sabre 452

The Sabre 452 is the new flagship of the Sabre fleet. This yacht maintains a perfect balance between every amenity desired for comfortable, safe cruising, and the newest technology in materials and components and state of the art keel, hull and rig design. Base boat \$400,000.

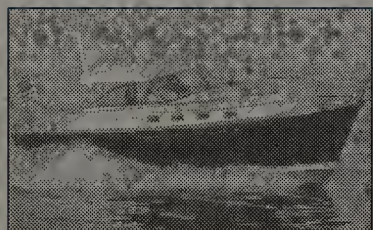


Sabre 402

The Sabre 402, designed by Jim Taylor, performs exceptionally and can be easily sailed by a couple. The boat incorporates all the newest technology such as a carbon fiber rudder post and state of the art keel designs. Beautifully appointed and an impressive interior layout. Base boat \$234,900.



Sabreline 36 Trawler



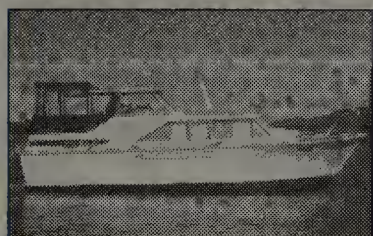
Sabreline 36 Express



Sabre 362



Sabreline 47



Chris Craft 42 \$79,000



44' Swan 441 \$154,750



Golden Wave 42 \$115,000



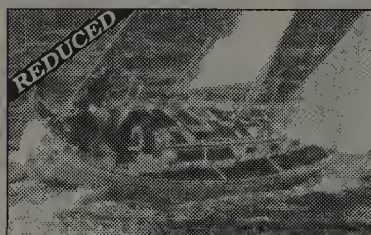
Angel 45 \$259,000



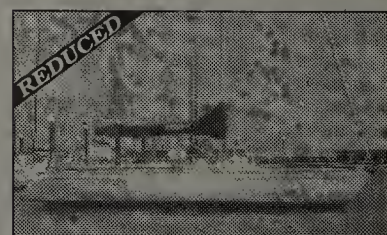
Donovan 30 WolfPack \$52,500



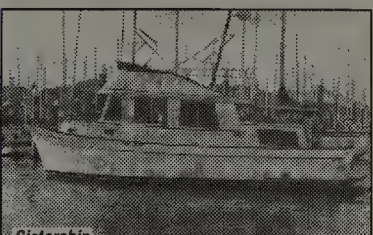
Baltic 38 \$155,000



Esprit 37 \$89,000



Swan 39 \$119,500



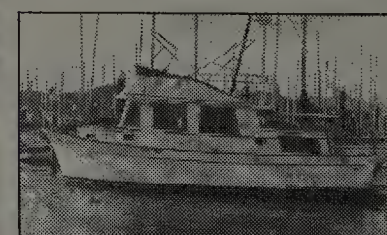
Golden Gate 34 \$78,500



Hylas 44 \$189,000



Luhrs 30 \$67,000



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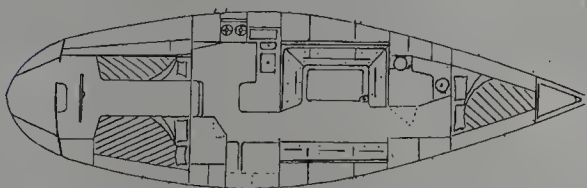
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New Zealand Custom 44 *Procyon*



Specifications

Year:	1996	Draft:	8'
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Beam:	13'4"	Price:	\$329,000



Baltic 51 *Rascallion*

Specifications

Year:	1982
LOA:	51'
Beam:	15'3"
Draft:	5'9"/9'3"
Displacement:	34,500 lbs.
Price:	\$362,000



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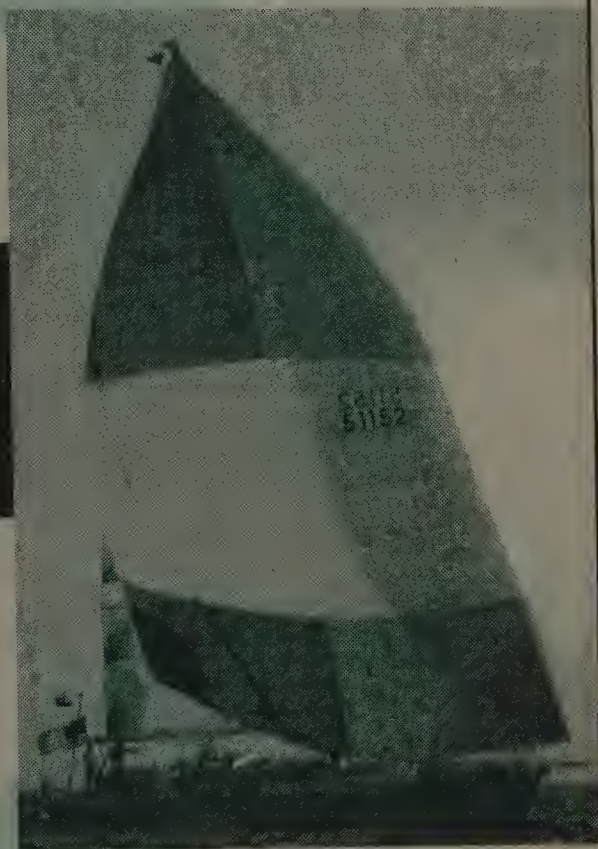
*Emergency Position Indicating Radio Beacon

*Federal Register Vol 62, No. 189 Tuesday Sept. 30, 1997 Rules and Regulations

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- Ample parking close to berths.
- Coin operated laundry facility.
- Easy boating access to Bay & Delta.
- Guest dock and overnight berthing.
- Grocery store within three blocks
- Mini golf/arcade five blocks
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- "Humphrey's on the Delta" Restaurant.
- Fishing piers and observation pier.
- Shore side parks and picnic areas.
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Easy access by boat (San Joaquin River), Car (Highway 4), and Train (Amtrak within two blocks)
The Harbormaster's Office and fuel dock are open seven days a week from eight a.m. to five p.m..

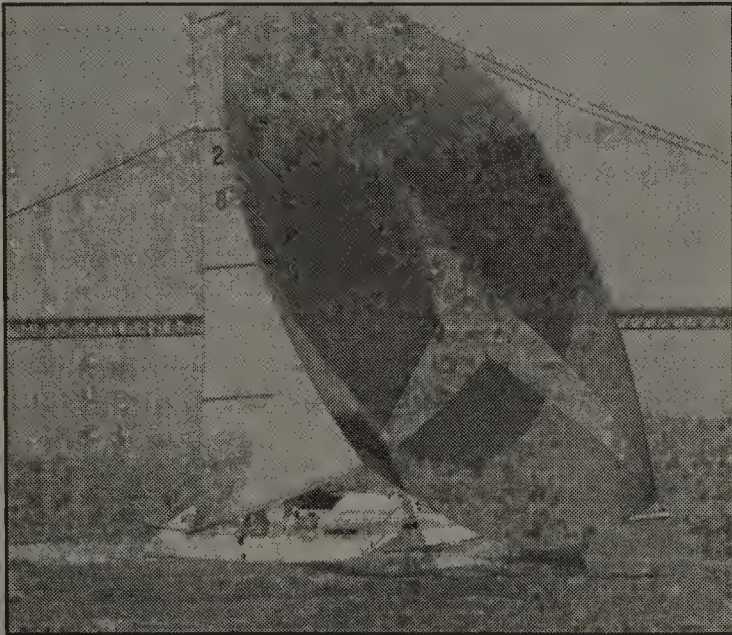
Overnight rates: Boats less than 40': \$10.00 - Boats 40' and over: \$15.00 Refundable key deposit, \$20/key.
Radio or telephone for overnight accommodations. There is a restaurant at the marina.

Rates and information subject to change.

For more information call the marina at (925) 779-6957, email marina@ci.antioch.ca.us or Channel 16 VHF

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CALENDAR

Nonrace

July 3-5 — Islander 36 Association Fourth of July Cruise to Benicia, followed by a week-long excursion deep into the Delta. Tim Koester, (510) 638-7638.

July 4 — Watch the Fourth of July fireworks from the *Californian* (\$60; call 331-1009) or the *Potomac* (\$150; call 510-839-7533). Both are fund-raisers for worthy causes.

July 11 — Marine Swap Meet at Oyster Cove Marina; 8 a.m. to 2 p.m.; Info, (650) 952-5540.

July 11 — National Clean Boating Week Celebration, 10 a.m. to 2 p.m. at South Beach Harbor. Courtesy inspections by the Coast Guard, free sewage pump-outs and oil change services, and more. California Coastal Commission, 904-5214.

July 11-18 — Master Mariners River Rat Cruise. Bob Rogers, 383-8962.

July 12 — Swap Meet, sponsored by the Port of Redwood City in conjunction with Sequoia YC. 9 a.m. to 2 p.m.; free to sellers and buyers. Mike Harris, (650) 361-8538.

July 16 — Baja Ah Ha Seminar #2: "Preparing Your Boat," 7 p.m., at UK Sailmakers in Alameda. Sponsored by UK, Waypoint and HF Radio. Info, (510) 769-1547.

July 18 — Point San Pablo YC's Sixth Annual Historic Work Boat festival, beginning at noon. Jan Owen, (510) 236-7664.

July 18 — Clean Boating Day at Pillar Point Harbor, 8 a.m. to 2 p.m. Free pump-outs and other clean boating giveaways, demonstrations, educational material, environmental displays, and lots more. Susan Hiestand, (650) 599-1514.

July 21 — SF Bay Oceanic Crew Group meeting, featuring Scott Hamilton of the Coast Guard Vessel Traffic Service on "Collision Avoidance." Fort Mason Center, Room C-210, 7 p.m., free. Info, 979-4866.

July 25 — Nautical Flea Market at Peninsula YC, 7 a.m. to 1 p.m.; \$10 for sellers. Info, (650) 369-4410.

July 25-26 — Open House at Sailing Schools and Boat Dealers. Discover sailing! See *Sightings* for more about this opportunity, or call Sail America, (800) 817-SAIL.

July 25-26 — Fundamentals of Sailing Seminar at Corinthian YC, open to women and men. Call Kay Rudiger at 381-4758 for more info or to register.

Aug. 2 — Marin YC Classic Yacht & Car Show, benefitting the Make-A-Wish Foundation. Hank Wagner, 884-2904 (nights).

Aug. 6 — Sausalito YC Cruise Seminar #1, featuring local rigger Jim Plumley. Dinner available at 7 p.m.; free seminar begins around 7:30 p.m. Pat Broderick, (707) 528-2109.

Aug. 8 — Marine Swap Meet at Point San Pablo YC, 8 a.m. to noon. Sellers' fee is \$5. Info, (510) 233-1046.

Aug. 9 — Ballena Bay YC open house, 2-5 p.m. Info, (510) 523-2292.

Racing

June 29-July 2 — West Marine Pacific Cup staggered starts in front of the St. Francis YC. See the preview on pages 154-158, and then follow the race on www.pacificcup.org. If you don't have internet access, visit your nearest West Marine store for an update.

July 5, 1988 — Ten Years After (from the August '88 *Latitude*): It was just after dark on the second night of the Catalina Race and all was well aboard *National Biscuit*, our sleek Schumacher 35. Santa Rosa Island was ten or so miles off to port and the cockpit Loran showed us ripping off the miles, averaging over ten knots under 1.5 ounce kite. Only 75 miles to go — surely *Zeus'* record of 49 hours and some change would be demolished. If the wind held, we decided even we'd break the record — heck, almost everyone would.

It had been a glorious, sunny day of surfing in steady 25-knot winds, and the six of us had all but forgotten the previous



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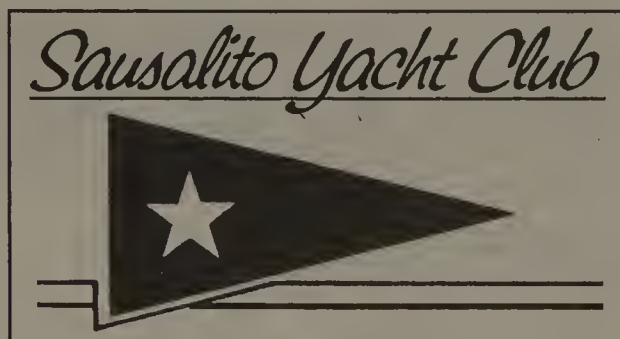
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CALENDAR

night's fiasco, when we'd broken our carbon fiber pole in a violent leeward round-down. A few hours earlier, we'd listened to vintage rock n' roll during cocktail hour (one margarita apiece) and dinner. After watching the sun sink behind us, my watch headed below. We were confident that things were under control, and that, if anything, the wind would lighten up a bit soon.

Despite our exhaustion, sleep didn't come easily. The *Biscuit* was skidding all over the ocean, and it was noisier than a steel mill below. Staring at the ceiling over my pipe berth, I remember hoping the helmsman wouldn't hit the ditch, like last night. That had been a little too exciting. . . I must have nodded off because after awhile — fifteen minutes? an hour? — I was awakened by urgent pounding over our bunks and the command to get on deck.

Grabbing my foulies and harness, I poked my head out the companionway to see what the problem was. It was *really* hooting now — the wind speed read in the low 30s, the most we'd seen yet — and the bow of our low freeboard 'U-boat' was digging in again. This afternoon, to our amazement, we'd stuffed the bow so deep that the boat had started to lift up and pin-wheel, only to broach out to weather. Now, things were even worse: it was blowing harder and it was pitch black. To keep the bow up in the short waves, we needed all hands (butts?) on the stern.

The only talk came from the co-driver, who was sitting across from the driver in case he lost it: "Up a little, okay, looking good. . . here's a puff. . . down, down, straighten out now. . . okay, send it. . . The helmsman kept one eye on the bow, the other on the compass, all the while concentrating on keeping the deck level. We couldn't see anything except the orange and green glow of the instruments on the mast; sheets of spray were shooting several feet higher than the deck each time we took off. Twice, as we dropped off waves and the speedo hit 16-something, we buried the bow and had 'whiteouts' — walls of water were shredding on our bow pulpit, flying the length of the boat back into our faces, obscuring all vision. It was like going through a carwash, or skiing in powder over your head.

It was also getting pretty close to the edge; we were hanging it all out, barely in control. This is crazy, one side of my brain kept saying. This is what you came for, responded the other side. I wondered how the other 126 boats in the race were doing. . .

July 8-12 — Trans-Tahoe Sail Week: five racing events, two parties, one picnic, and lots of fresh water fun. Tahoe YC; Keith or Kelly; (530) 581-4700.

July 10-12 — Laser PCCs, featuring as many as 80 boats. Santa Cruz YC, (408) 425-0690.

July 11 — Inter-Club Race #4, hosted by Oakland YC. George Gurrola, (510) 843-9417.

July 11 — Hart-Nunes Regatta, a Mercury event in Raccoon Strait. San Francisco YC, 789-5647.

July 11-12 — Knarr Match Races. StFYC, 563-6363.

July 11-12 — 45th Annual High Sierra Regatta #1 on beautiful Huntington Lake for Banshees, Lido 14s, C-15s, Day Sailers, Lasers, Laser IIs, 505s, SJ 21s, Catalina 22s and multihulls. Fresno YC; Carla Arnold, (209) 436-4327.

July 11-12 — PICYA Championships for the Lipton Cup (PHRF 48-84), Larry Knight (114-150), Little Lipton (159-198) and Commodore Cup (201-240). Hosted by StFYC; Daphne Owen, (916) 776-1836.

July 11-12 — J/24 Nationals, five races on the Berkeley Circle. SFYC, 435-9133.

July 11-12 — Wavelength 24 Nationals at Fern Ridge Lake (Eugene, OR). Janet Mitchell, (541) 342-7481.

July 12-17 — Whidbey Island Race Week, the 'Big Boat Series of the Northwest'. Info, (360) 679-6399.

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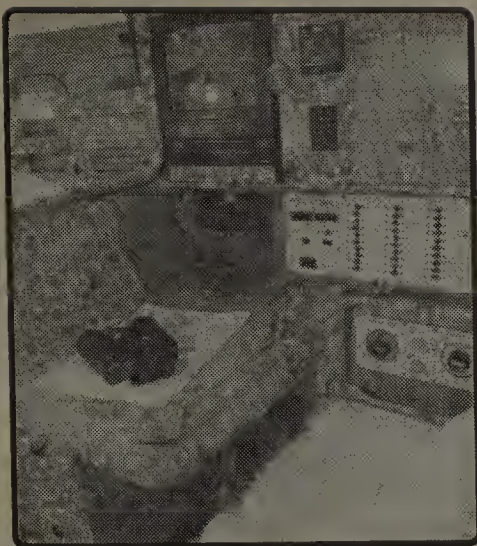


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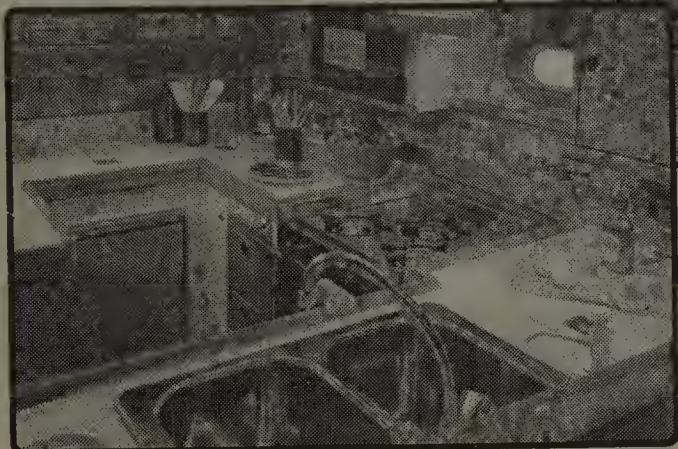
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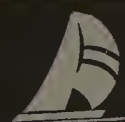


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320	Catalina, 1995	New Listing \$74,500
32'	Morgan, 1982	\$38,500
32'	Ericson, 1973	Reduced \$14,900
32'	Traveller, 1979	\$39,900
31'	Hunter, 1984	Pending \$31,500
300	Carver, 1994, powerboat	\$82,500
30'	Catalina, 1978	Reduced \$18,900
30'	Nonsuch, 1981	\$57,500
30'	O'Day, 1979	\$19,900
29.5'	Hunter, 1994	\$47,500
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35' J/35, '93, <i>Rapture</i> , in Seattle .. 89,500	30' J/30, '79, <i>Hot Flash</i> 24,500
35' J/35, '88, <i>Blue Heron</i> * 74,500	30' Scampi, '77 Reduced 18,500
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CALENDAR

July 16-24 — J/24 Worlds on the Berkeley Circle. 106 boats from 25 countries are eligible — regatta officials are expecting half that amount. StFYC, 563-6363.

July 18 — 13th Annual Plastic Classic Regatta. Bay View BC, 495-9500.

July 18 — Silver Eagle Race, an in-the-Bay distance race hosted by Island YC. Glen Krawiec, (510) 339-9451.

July 18 — SBYRA Summer Series #4. San Leandro YC will fire the guns. Michael Dixon, (510) 635-5878.

July 18-19 — Ericson 27 Regional Regatta at Ballena Bay. Bill, (408) 736-5940.

July 18-19 — Almanor High Water Regatta. Butte SC; Ben Sevd, (916) 893-1286.

July 18-19 — High Sierra Regatta #2 for PHRF boats, Moore 24s, Santana 20s, Holder 20s, Victory 21s, Thistles, Wabbits and Junior Lasers. Fresno YC; Carla Arnold, (209) 436-4327.

July 19 — Jester Worlds. Joe Francis, (408) 476-7392.

July 24-26 — Santana 22 Nationals at Corinthian YC; David Demarest, 485-0789.

July 25 — Carquinez Strait Round the Bridges Race, the first event in the resuscitated three-race North Bay Series. Martinez YC; Ken, (925) 827-3373.

Aug. 1 — SSS Half Moon Bay Race, a new event on the short-handed racing circuit. Paul Miller, 924-0767.

Aug. 1-2 — Second Season Opener, hosted by Encinal YC. YRA, 771-9500.

Aug. 1-2 — Sportboat/Albert Simpson Regatta for J/105s, 11:Metres, Etchells, Melgi and J/24s. StFYC, 563-6363.

Aug. 2-8 — El Toro Nationals on Huntington Lake. Diane Kroll, 592-0242.

Aug. 3-14 — RHORC's Twentieth Anniversary Kenwood Cup. Check out www.kenwoodcorp.com/kenwoodcup or call Ken Morrison, (808) 946-9061.

Aug. 7 — 26th Santa Barbara to King Harbor Race. SBYC, (805) 965-8112.

Aug. 8 — OYRA/GGYC Gate Crasher Race. YRA, 771-9500.

Aug. 14-16 — Moore 24 Nationals, another match race between Seadon Wijsen and Dave Hodges. StFYC, 563-6363.

Aug. 15 — Tinker Inflatable Sailing Dinghy Regatta on the Oakland Estuary. Island YC; Dave Hall, (510) 814-0471.

Aug. 15-16 — Summer Keelboat Invitational for Etchells, Express 37s, J/35s, Santana 35s, Melgi and Wylie Wabbits. San Francisco YC, 789-5647.

Aug. 15-16 — Frank's Tract Regatta, moved to a new venue out of the weeds (near #41 on the San Joaquin River). Andreas Cove YC; Byrant Bowington, (916) 348-1256.

Aug. 22-29 — 30th IKCs. StFYC, 563-6363.

Sept. 4 — Windjammers Race. YRA, 771-9500.

Sept. 5 — Jazz Cup. South Beach YC, 344-7964.

Sept. 5-6 — NOOD Regatta. StFYC, 563-6363.

Sept. 24-27 — Big Boat Series. See Race Notes. StFYC, 563-6363.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. Fall: 7/27, 8/10, 8/24, 9/7, 9/21, 9/28. John Super, 243-0426.

BERKELEY YC — Friday Night Races, through 9/25. Paul Kamen, (510) 540-7968.

BENICIA YC — Thursday Race Series, through 9/24. Noble Griswold, (707) 745-8598.

CORINTHIAN YC — Friday Night Series, through 9/11. Matthew Gorton, 256-9243.

COYOTE POINT YC — Wednesday Nights, through 9/30. Mark Neumann, (650) 696-9616.

ENCINAL YC — Friday Night Twilight Summer Series: 7/24, 8/7, 8/21, 9/11, 9/25. Bill Stephens, (510) 426-6927.



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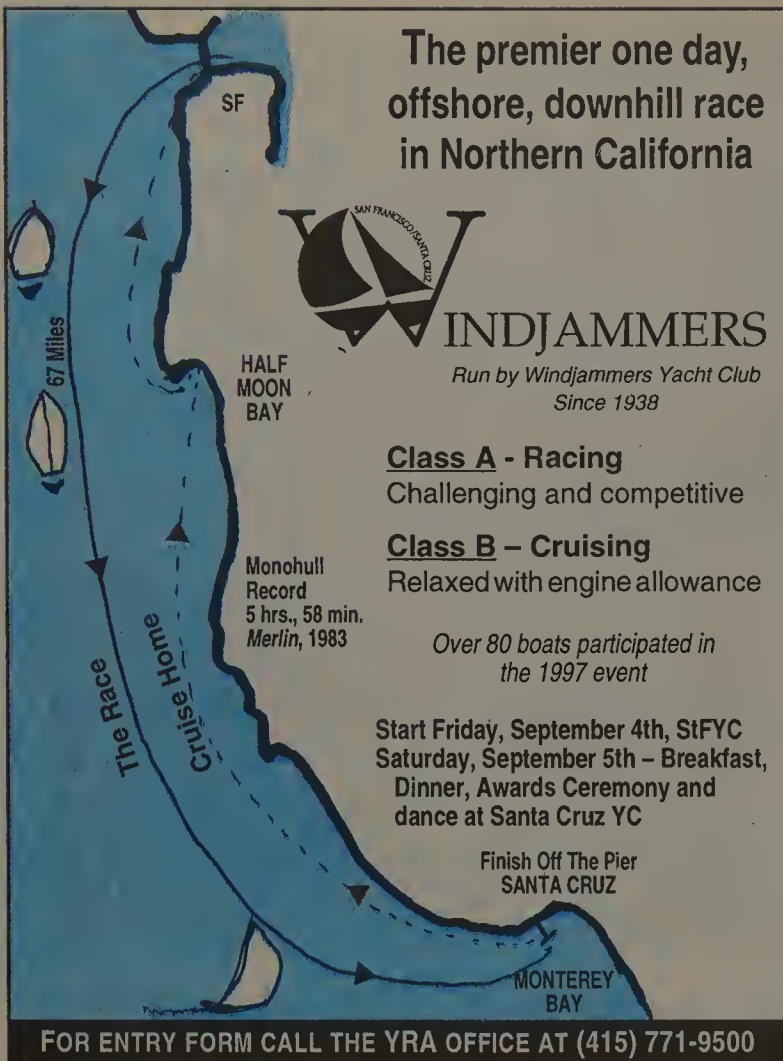
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CALENDAR

GOLDEN GATE YC — Folkboat Wednesday Nights: 8/5-8/26. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary: 7/31, 8/14, 8/28, 9/18, 10/2. Glen Krawiec, (510) 339-9451.

LAKE WASHINGTON SC — Thursday Night Series, alternate weeks through 9/17. Dave Lemoine, (916) 753-6718.

MONTEREY PENINSULA YC — Wednesday Night Sunset Series through 10/21. John Ruck, (408) 647-1917.

OAKLAND YC — Sweet 16 Series (Wednesday nights): 7/29-9/16. Fred Joyce, (510) 522-4320.

PITTSBURG YC — Thursday Night Series, through the end of Daylight Savings Time. Vernon Huffer, (510) 432-0390.

RICHMOND YC — Wednesday Night Series: 7/1, 7/15, 8/5, 8/19, 9/2, 9/16. Paula Harris, (510) 237-6180.

SANTA CRUZ YC — Wednesday Night Races, through 10/21. Larry Weaver, (408) 423-8111.

SAUSALITO YC — Tuesday Sunset Series: 7/28, 8/11, 8/25, 9/8, 9/22. Ernie Lacey, 331-8203.

SAUSALITO CRUISING CLUB — Friday nights: 7/10, 7/24, 8/7, 8/21. Deborah Leanos, 499-9676.

SIERRA POINT YC — Saturday Afternoons: 8/8, 9/12, 10/10. John Felch, (408) 741-0880.

SOUTH BEACH YC — Friday Nights: 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Kirk Kelsen, 255-9019.

ST. FRANCIS YC/GOLDEN GATE YC — Friday Night Series, through 9/4. Matt Jones, 563-6363.

TIBURON YC — Friday Nights: 7/10, 7/24, 8/7, 8/21, 9/11. Free! Don Walder, 924-8689.

VALLEJO YC — Wednesday Nights, through 9/16. Russ Taft, (510) 376-6723.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

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July Weekend Currents

date/day	slack	max	slack	max
7/03Fri	0419	0712/1.9F	0956	1212/1.8E
	1557	1855/2.2F	2155	
7/04Sat		0054/3.1E	0511	0813/2.3F
	1101	1314/1.7E	1649	1944/2.2F
	2239			
7/05Sun		0144/3.6E	0557	0902/2.7F
	1158	1410/1.8E	1737	2028/2.3F
	2320			
7/11Sat	0237	0559/5.3E	0946	1247/4.1F
	1615	1833/2.9E	2142	
7/12Sun		0035/2.9F	0321	0643/5.1E
	1025	1328/4.0F	1655	1919/3.1E
	2232			
7/18Sat	0407	0702/2.8F	1008	1224/2.2E
	1549	1849/2.8F	2149	
7/19Sun		0100/4.4E	0508	0813/3.3F
	1118	1335/2.1E	1654	1950/2.9F
	2244			
7/25Sat	0245	0553/5.0E	0947	1248/4.0F
	1603	1826/2.9E	2151	
7/26Sun		0036/2.9F	0328	0633/4.6E
	1026	1324/3.7F	1642	1905/2.9E
	2237			

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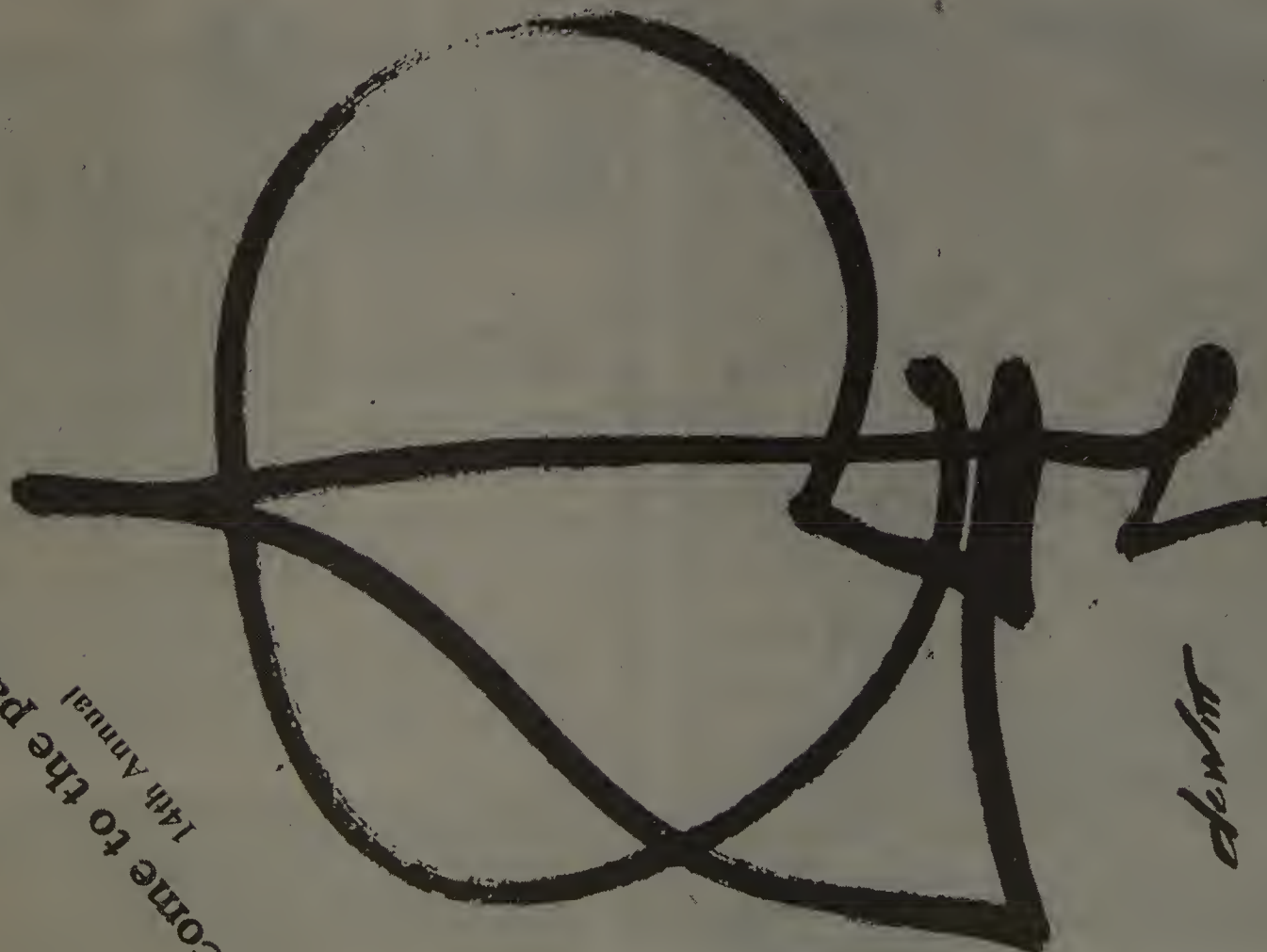
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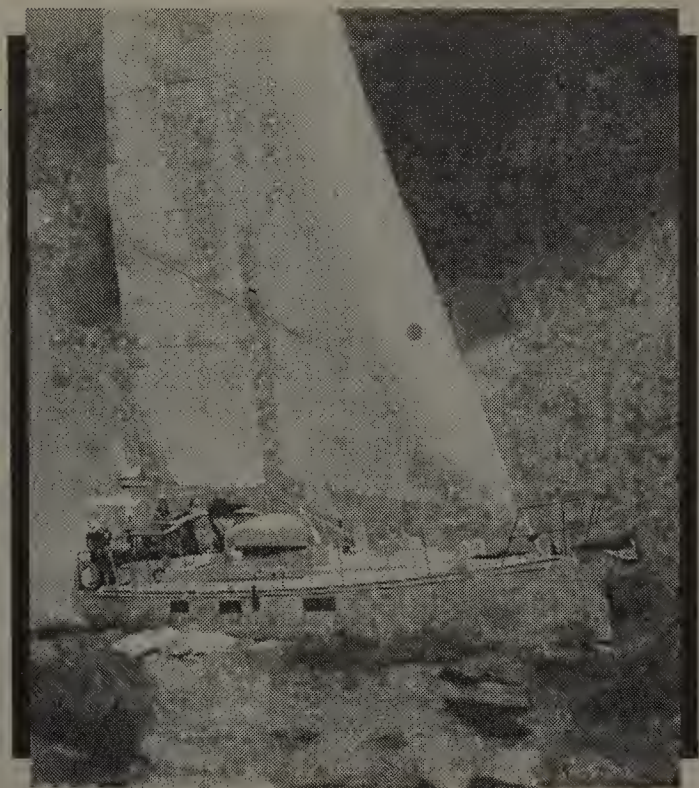
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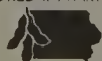
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LETTERS

↑↓OH NO, COLOR US STUPID!

We're the supposedly ungrateful owners of the Hans Christian 48 that 'Stupid' — the nickname W.M. Wochos gave himself — referred to in the last issue. While we don't care to go into the matter at length, we would like to clarify a few things.

First, I was in the trades for 30 years, so I'm hardly ignorant with regard to boats or tools. Second, I made it clear to Wochos that I could handle the problem myself — but he *insisted* on helping me when we got to Nuka Hiva. He also *insisted* that we take his stainless shackle. Further, he *insisted* on helping me with the removal of the broken pin. Contrary to his claim, at no time did the furler or headstay come down.

The gentleman's tap was returned to him. The \$300 shackle he mentioned could have been purchased at Svendsen's for about \$65. However, he never mentioned money. Had I known he'd want \$300 for such a part, I obviously wouldn't have accepted his offer. But he did offer it to me — and now I feel like a sucker for having taken it.

As for gratitude, I must have expressed my thanks at least a dozen times. Yet when I offered to help him with his mainsail, he wasn't interested. I also offered to dive with my tanks to help fix his rudder; he wasn't interested in that either. All I got for my offers to reciprocate was plenty of attitude.

With regard to the owners of the DownEast 32, everything Wochos said about them was complete rubbish. The owners are some extremely nice folks who found themselves in a big jam — stuck in Nuku Hiva with a broken engine. They were very grateful to everyone who helped them, ourselves included. And we can vouch for their sincerity.

Wochos is completely out of line with his accusations, and while I could go on with stories about the guy, what would be the point? We and the folks on the DownEast 32 are confident of the friendships and goodwill we enjoy among the fleet. While we're all out here to enjoy ourselves, from time to time we all need help. Giving and receiving that help is one of the things that makes cruising so special. And we've yet to meet anyone out here who hasn't been most appreciative of the assistance they've received.

Buddy and Ruth Ellison
Annapurna, HC 48
Papeete, Tahiti

Readers — For what it's worth, a third party — who claims to be on excellent terms with the crews of all three boats and therefore doesn't want to be identified — tells us that Wochos is indeed "way out of line." In this person's estimation, the Ellisons and the folks on the DownEast are terrific people, and that Wochos, a nice enough guy, is guilty of perhaps being a little overaggressive in offering help. Here's an example:

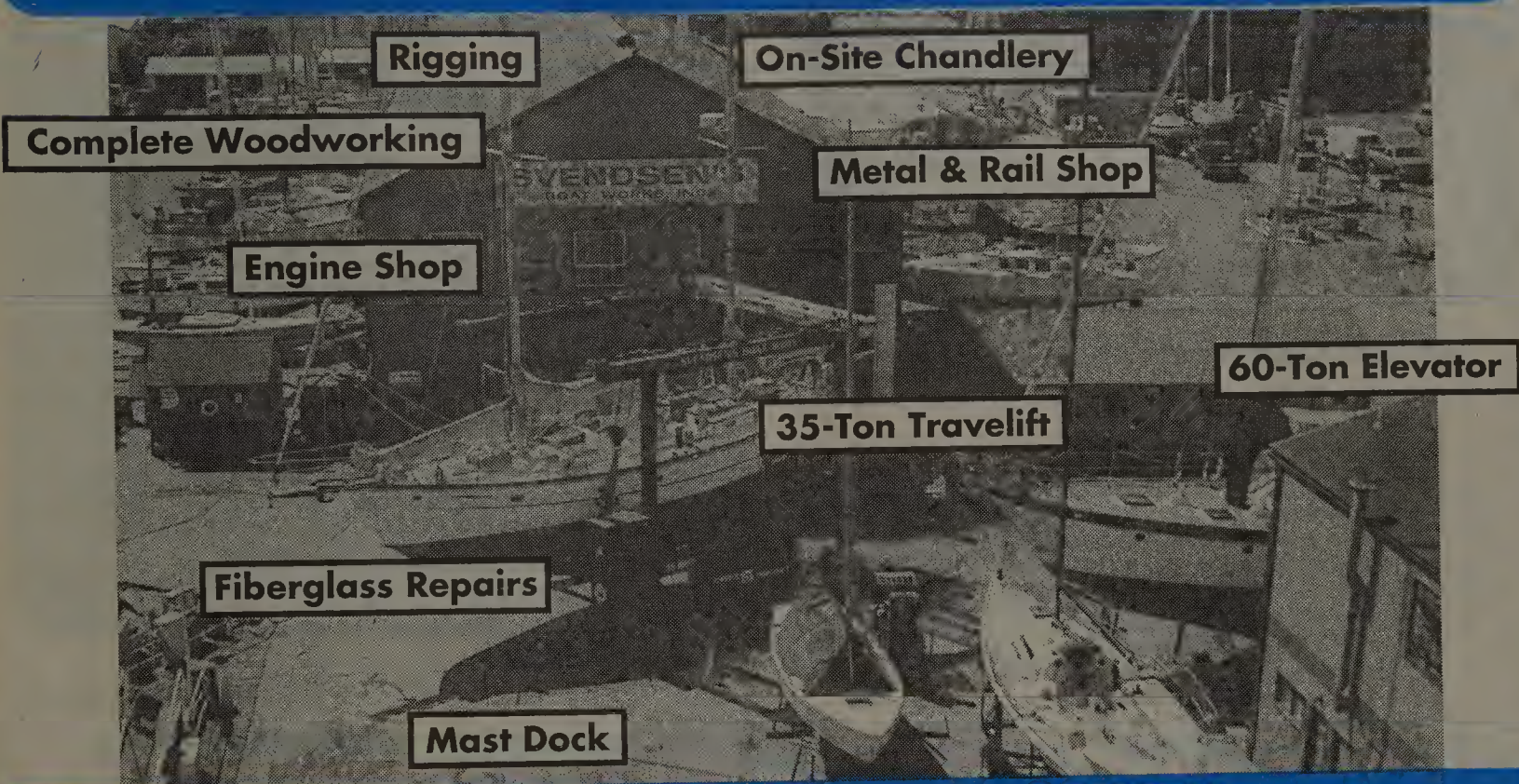
The engine on the DownEast 32 crapped out prior to the Marquesas. Becalmed for several days, the crew reported their situation and position over one of the cruiser nets. Wochos helped arrange for Moonshadow, also sailing to the Marquesas, to change course and come to the smaller boat's aid. As it turned out, the wind came up first and the folks on the DownEast reported they had resumed sailing and would no longer need Moonshadow's assistance. According to our source, this made Wochos angry on the grounds that 'once you call the calvary for help, you stay there until they arrive'. Most cruisers didn't understand that rationale. As for the crew of Moonshadow, they were delighted not to have to divert, as it more than likely meant they would have run out of fuel.

The lesson to be gained from all this is the importance of communication. If you offer help and are expecting something in return — be it lavish thanks or money — you have an obligation to be up front about it. By the same token, if you ask someone else



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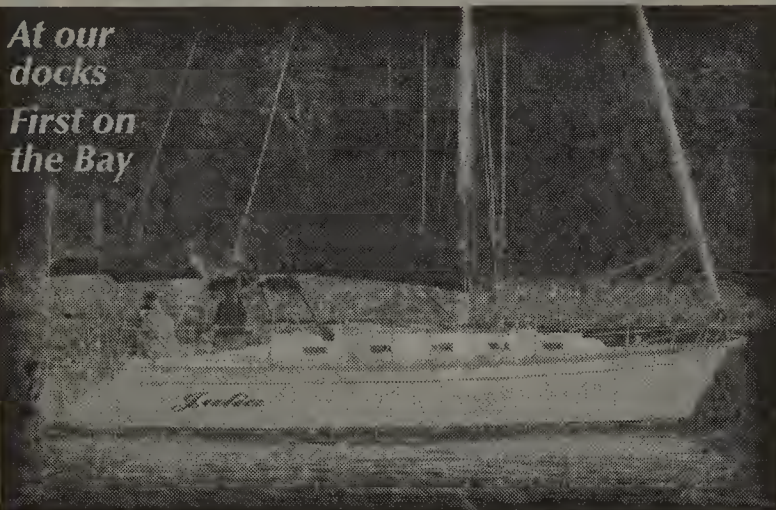
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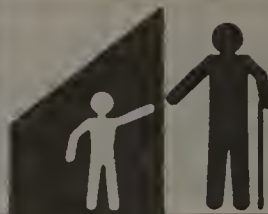
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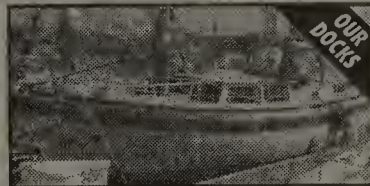
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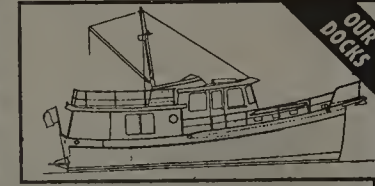
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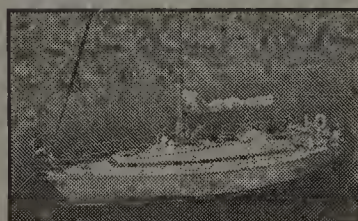
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LETTERS

for help, it's your responsibility to make it clear whether you're asking for free help or are willing to pay. Establishing such ground rules from the beginning prevents anger later on.

↑↓UNDECIDED ON BIKES

We're cruising sailors who have been out in the Pacific for several years, going from island to island while enjoying the good life. We're currently in Mooloolaba, Australia, and want to put in our two cents worth on the subject of bikes on boats.

We've been to a number of remote islands in the Pacific where having the bikes proved very useful for getting around. We've also found that the east coast of Australia is perfect for biking. On the other hand, taking bikes ashore in a dinghy is a major challenge.

We've ridden our bikes on places like Fanning and Christmas Islands, which are flat and undeveloped. The biggest problem at these places was dodging the mud holes, pigs and dogs. There are also other considerations. Islands such as Palmyra and Suvarow are flat, but have no roads. Fanning and Christmas have a road, but neither has any place worth riding to or the distances are too great to reach by bike. Besides, at most atolls it's faster and easier to get around by dinghy.

In many of the islands — such as most of the ones in French Polynesia — it's fairly easy to hitchhike or take the local bus (Le Truck). Flat Australia is good for biking, but you have to deal with lots of cars and trucks on narrow roads.

We still carry our bikes, which have become a bit rusty from the salt air exposure, and banged up from being dragged around. While our bikes don't store well and are certainly hard to get on and off the boat, we do enjoy the fact that they allow us to cover a lot of ground quickly and bring back provisions with ease. Riding a bike also gives you a good physical workout.

The bottom line is we still don't know whether it's worth it to carry bikes or not. We're still hauling the two rusting bikes around with us, but if I can trade them for an island princess at either of our two next stops — Vanuatu and New Caledonia — we might not have them much longer.

Richard Cross

Yacht Evie

Mooloolaba, Australia / Seattle

↑↓THE BIKES WERE A HUGE ASSET

A resounding 'Yes!' from this quarter on the issue of bicycles on board while cruising — especially when you own a 36-ft Kantola trimaran with 24 feet of beam!

In 1994, my wife and I daysailed the West Coast from Salt Spring Island, British Columbia, to San Carlos, Mexico — with two full-sized mountain bikes lashed on deck between the mast and the inner shrouds. What an exciting and wonderful cruise it was, with seven great months of gunkholing every bay and river on the 'wild side' with our trusty — but never rusty — bikes.

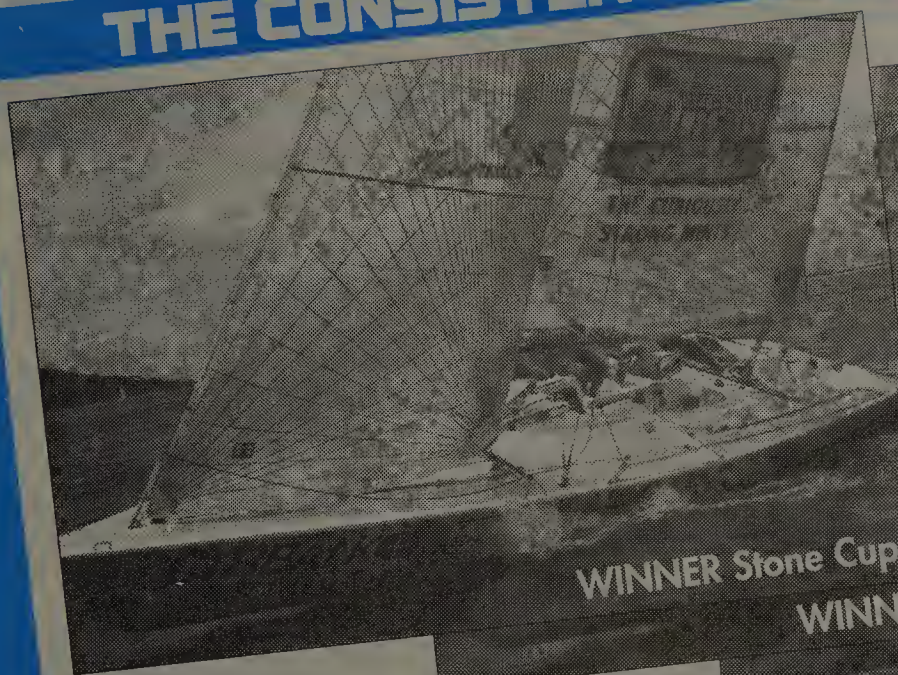
The wheels were a huge asset, not only for the usual errands, but also for visiting the various beach towns and surrounding areas. Without the bikes, we wouldn't have gotten to know the places as intimately as we did. And when the weather wasn't conducive to sailing, we cruised anyway — on shore with our bikes.

I'd sailed down the coast from B.C. twice before the most recent trip. The first time was directly to Hawaii in 1974 aboard my 31-ft Kismet trimaran *Cloud*. She'd been owner-built and didn't have an engine. *Cloud* was lost after I capsized her while trying to singlehand from Fiji to New Zealand in November of '76. I survived 17 days on the flipped tri. I only had a little water, but I never resorted to drinking sea water — because I was already getting so much from the sea water I used to cook

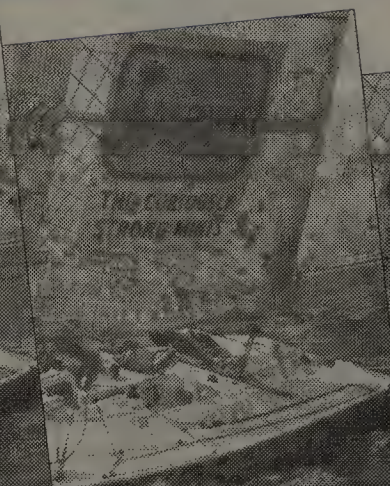


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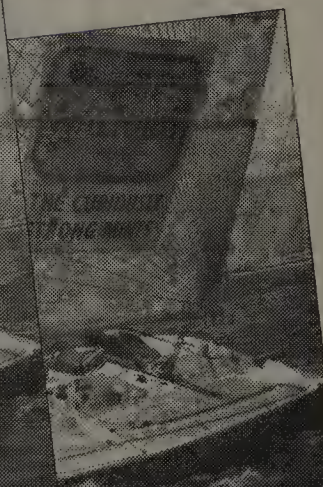
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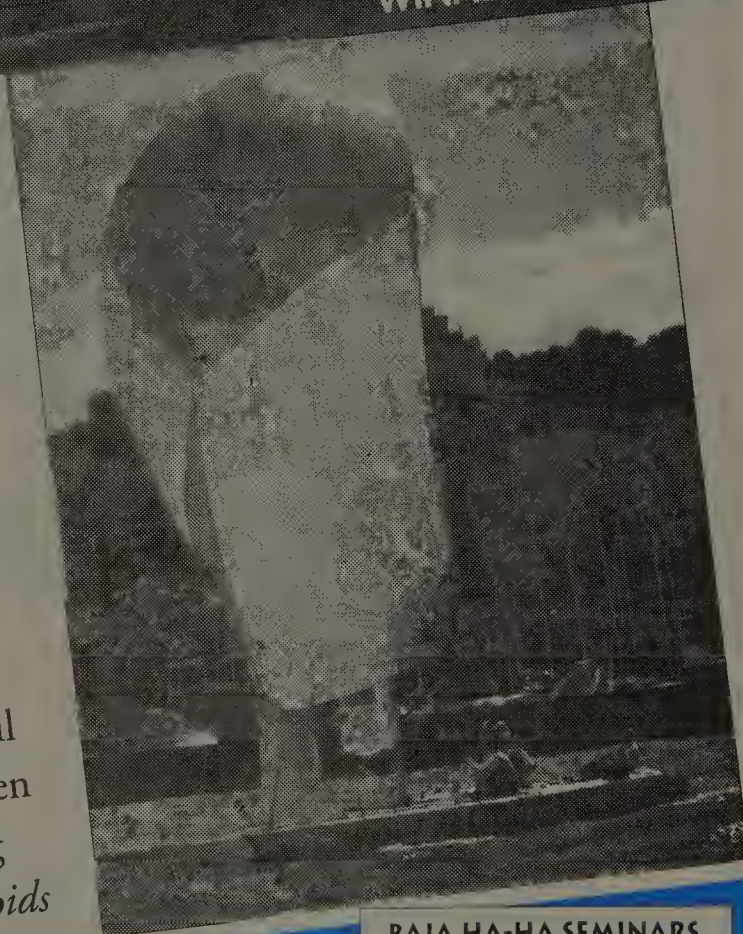


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— John Sweeney, *Altoids*



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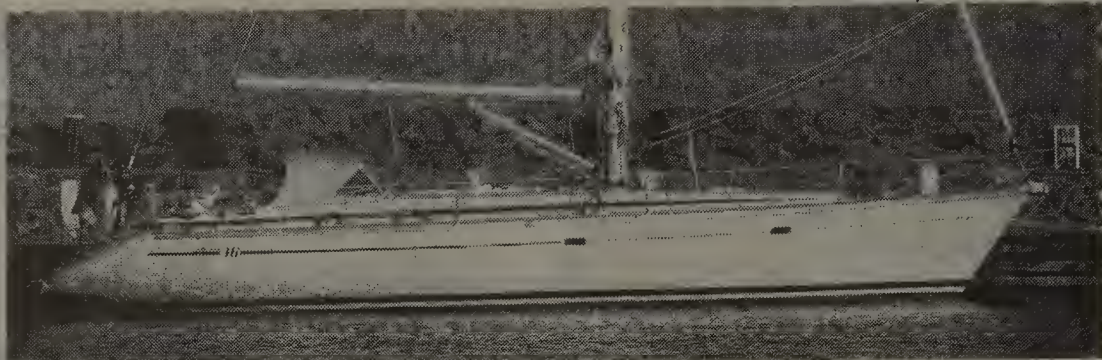
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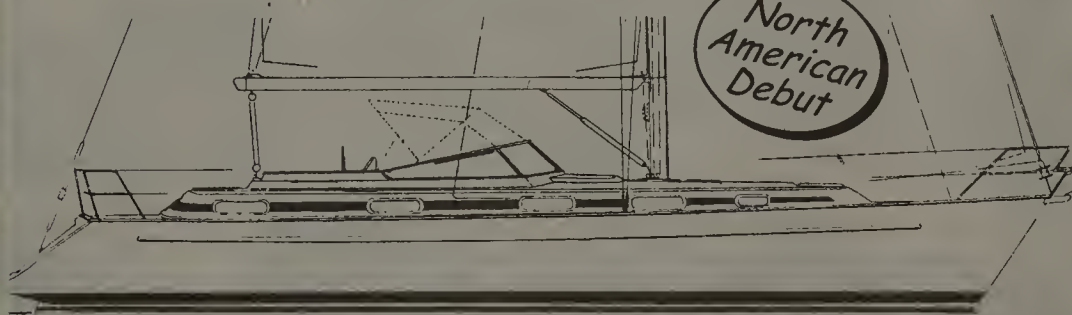


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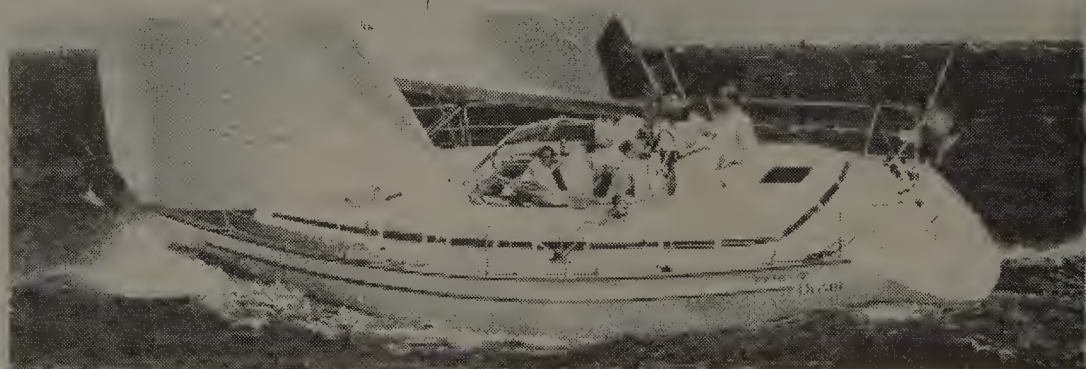
42 Ocean



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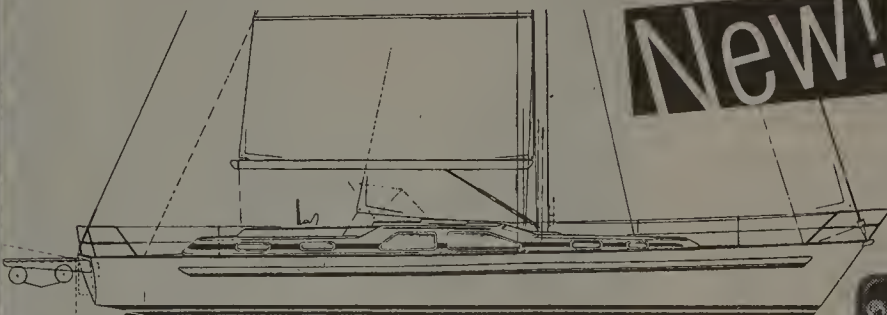
— Yacht magazine

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LETTERS

my rice and beans. I cooked from a horizontal position on a dry V-berth — bilge side up — using an alcohol stove I'd managed to recover!

My second trip down the coast from British Columbia was in '86-'87, when I sailed 100 miles offshore non-stop to San Francisco — followed by hops down the coast, through the Panama Canal, to the San Blas Islands, to Jamaica, and eventually to Kingston, Canada — which is on Lake Ontario. The boat was *Companion*, an old Piver 36.

Companion completed the return voyage several years later with new owners. She is now engaged in research and documentation work of the last of the unspoiled — but soon to be logged — mid-coast of British Columbia.

On another tack, I was both mate and pilot aboard *Rainbow Warrior*, and captain of *Vega* — two of Greenpeace's sailing vessels. We always went 'by the book' and flew a black 'steaming cone' while motoring. I never bothered on my own boats, but we had to be squeaky clean to avoid harassment from various law enforcement agencies in different countries.

P.S. I really love your rag — it's the only one I read, 'queens with balls' and all. One question — have you ever inquired about the possibility of using tree-free paper? I realize that availability is still an issue for these superior fibers, but demand creates supply, so we need to put it out there.

Gary Gagne
Stinson Beach

Gary — Great stuff! What's 'tree free' paper?

↑↓BUILDING A MODEL OF FREDA

Wanted: Information on the sloop *Freda*, which was built in Belvedere in 1885. I'm gathering data to enable me to build an accurate model. Old photos, historical memorabilia or anything else would be welcome.

Please contact me by phone or fax at (415) 388-1696. Or write to me at 125 Evergreen Avenue, Mill Valley, CA, 94941.

Paul Reck
Mill Valley

↑↓SOLD AS REMEDIES FOR PET 'MISTAKES'

Tell Lucy of the South Bay that there are several products that can help prevent and/or clean up mildew. Most of these products are marketed as remedies for pet 'mistakes'.

Simple Solution, sold in most pet stores, gets rid of odors and even mildew stains. Another is Plus II, which is sold at specialty cleaning stores, but has a stronger chemical smell. Finally, there's Orange Wonder and Elite, which are mostly sold at cat shows and via special order.

All of these products claim to be non-toxic.

Shelli Hamblin
Cyberspace

↑↓JUST BEFORE PATTY WAS KIDNAPPED

To satisfy inquiring minds, the original Ericson 32 was a narrow boat very similar to the Columbia Sabre — which was a Columbia 5.5 with a cabin. Peter Szasz, one of the Bay Area's best sailors, owned a Ericson 32 Mk I back in the '60s. Szasz now owns an Islander 36 and occasionally races on the J/29 Thunderbolt.

Along about 1968, Ericson came out with the Bruce King designed Ericson 32 — and started the hull number sequence at #101. I briefly owned one of these boats, having purchased her from Randy Hearst just before his daughter Patty was kidnapped. I quickly changed the boat's name to *Chablis* — unnecessarily, I'm sure.

The Ericson 26 that Crealock designed was basically an

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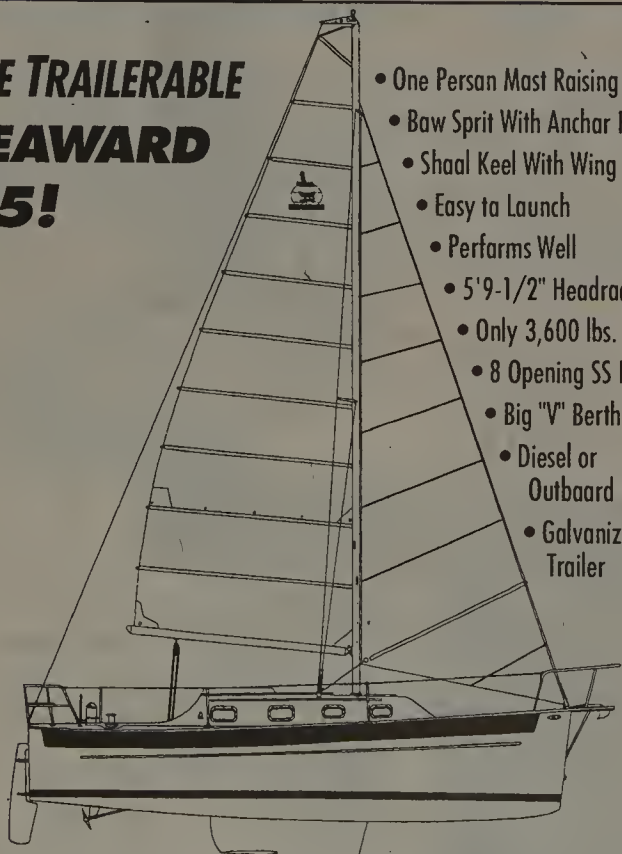
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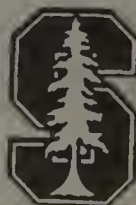
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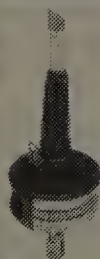
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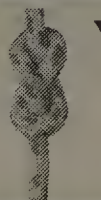
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LETTERS

Excalibur hull — which was a scaled-down Cal 40 — with a much higher cabin and narrow side decks. I have an old 1969 brochure on the design if anyone is interested. I also have a 1967 brochure for the Excalibur. The rigs of the two boats are almost the same, differing by only fractions of a foot. The keel and rudder configurations are very similar, but the Ericson 26 was about six inches shallower at 4'6". The base price for both boats was about \$6,000.

Dave Few
Chablis IV
Burlingame

Dave — Based on the 'wanted posters' for Patricia Campbell Hearst, William Taylor Harris, and Emily Montague Harris that are hanging in the antique store across the street, we figure you must have purchased your Ericson 32 Mk II in or about 1973.

↑↓SPOILED PSUEDO INTELLECTUALS

The following is a copy of a letter I've sent to the LE Officer at the Coast Guard at Yerba Buena Island:

Freedom of speech is one of our most treasured principles and God-given rights. While it may have been God-given, it is maintained by hard-working and responsible men and women in government, and those who enforce the laws. Your people are some of those who enforce the laws, in this case on the sea, and are to be thanked and commended often for your efforts.

During the past several years, I have been confused and offended by the antagonistic stance the editors of *Latitude 38*, a local rag, have taken against the Coast Guard — specifically with regard to law enforcement. Having had years of boating experience and contact with the Coast Guard, I can report that you have been professional, courteous, and often times brave in every circumstance I can remember. Thus there had to be something more that has caused the *Latitude* editors to take the negative slant.

Please find the enclosed excerpt from the April issue of *Latitude*, in which they state, "It will probably amuse you [readers] to learn that we were communist/socialists back in the late '60s and early '70s, when we had a jovial time rioting through U.C. Berkeley." They later apologize by saying, "We've mended our ways."

I propose to you these anti-government — any government — types are only the weak-minded and spoiled pseudo-intellectuals produced by our liberal environments. They probably need more protection than the average citizen. You, in fact, are the wind that fills their sails. If it weren't for you and others protecting their right to be infantile, they would be naught.

Thus, in exercising my right to free speech, I ask you to forget these unappreciative 'a----- of the Bay' and continue your fine work — which is most appreciated by the majority of us.

Richard Wallett
San Francisco

Richard — You are confused! When we wrote that we'd "mended our ways", we're only referring to the fact that we've wised up by moving on from communism/socialism to a moderate strain of libertarianism. But then hasn't most of the world?

As for rioting, there were plenty of causes that demanded it when we attended the Big U — freedom of speech being one of the biggest. There were other issues such as that little war in Viet Nam, civil rights, and women's rights. Maybe you've forgotten, but it wasn't that long ago that women weren't even allowed to be bartenders.

"Jovial?" Take it from us, often times there was nothing quite as much fun as being part of 'an oppressed group'. If you were a student, you could skip all your classes, yell and scream like an

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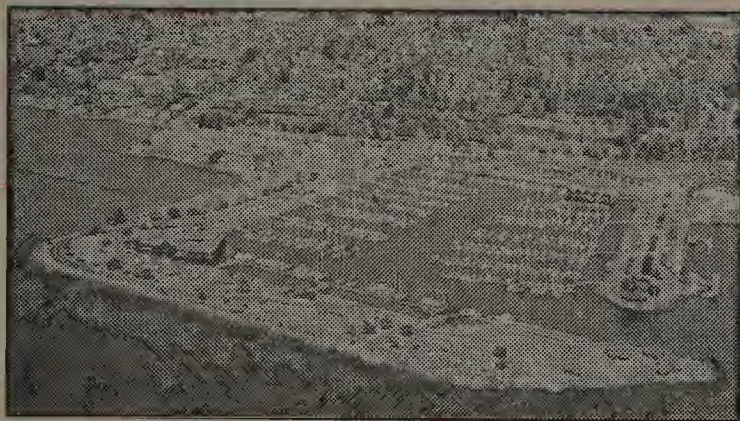
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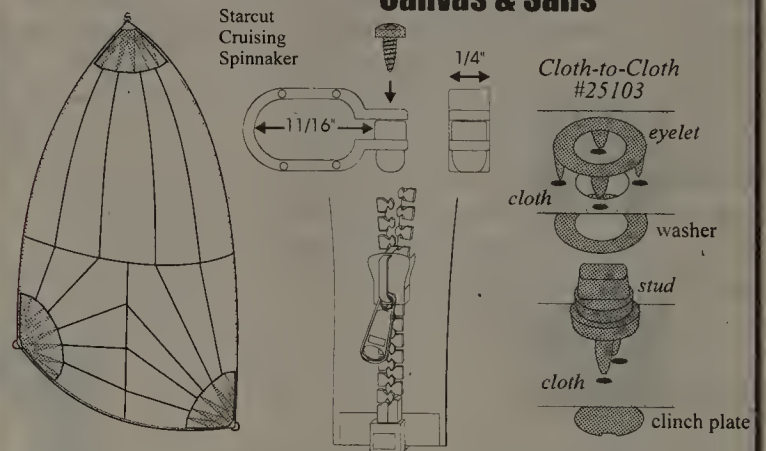
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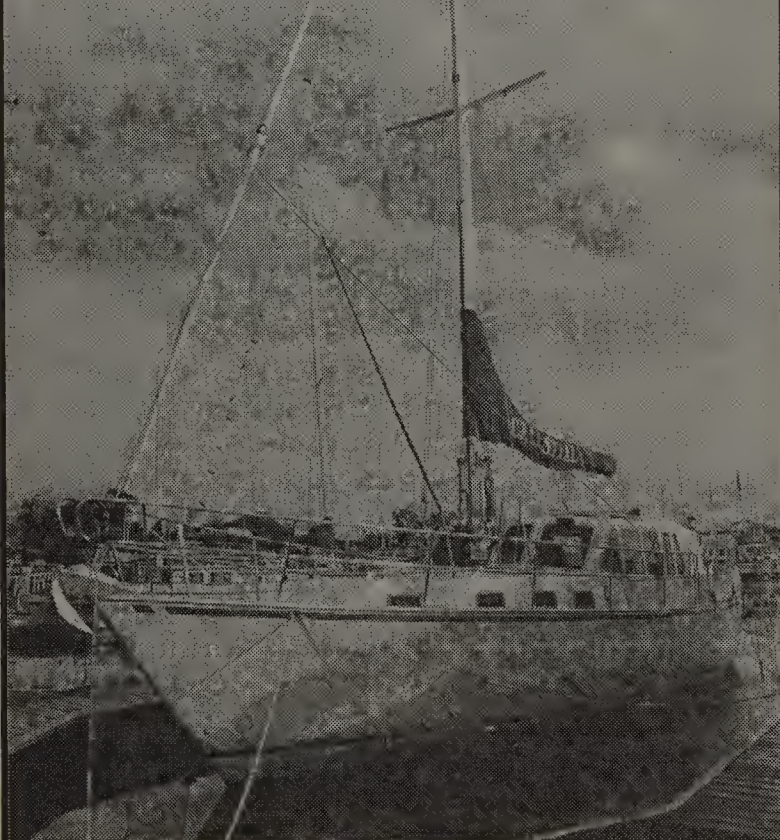
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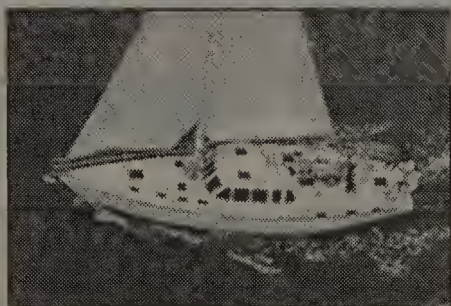
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LETTERS

idiot, and generally misbehave to your heart's delight. When you got tired, you went home and watched yourself on the 6:00 news. And don't forget, for a young guy and a young girl, there's never been an aphrodisiac quite as powerful as being chased down the street by a hundred cops firing tear gas cannisters. Fightin' and lovin' — do they ever go together!

All kidding aside, the experience provided one hell of an education. If nothing else, it helped teach part of a generation to question authority rather than blindly obey. It also taught us that there are many effective ways in which people without money or political power can effect change. We're proud of the lessons we learned, and proud of how we've applied them.

It may also interest you to know that we're on the best of terms with the Commander of Group San Francisco — despite our continuing disagreement about the legality of 'safety inspections'. It's also a fact that criticism and complaints by Latitude and Latitude readers were followed at the very highest levels of the Coast Guard in Washington, D.C., and were directly responsible for some backing off in 'safety inspections'.

We've always had the highest respect for the men and women of the Coast Guard. And while it might not always look that way, everything we've ever done is to help them be able to do a better job of serving the public.

↑↓NO SPECIAL LIGHTS REQUIRED

I noted with interest your June issue reply to Robert Chave with regard to navigation lights and a steaming cone for sailboats. Your statement is misleading. I quote from the International Rules of the Road:

Rule 25 — Sailing Vessels Underway and Vessels Under Oars: International Rules

(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape apex downward.

Inland Rules

(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape apex downward. A vessel of less than 12 meters in length is not required to exhibit this shape, but may do so.

(Under these circumstances a sailboat becomes a power boat within the meaning of the rules.)

It is interesting to note that no special lights are required to distinguish between a boat under sail and power at night.

As a sailor who spends a lot of time on the Bay and near the ocean, and as a surveyor who deals with many collisions on behalf of insurance companies, it concerns me to see and hear the ignorance of boaters with regard to the finer points of the collision regulations. In 45 years of being on the water, I have never seen a cone apex downward, and only one boat with the shape on board. I don't find this shape in the West Marine catalog, either. If they advertised and sold it, maybe people would use it.

My answer is to keep clear of every sailboat with sails up, as waiting to peer around his transom to see if he's putting out exhaust water generally means it's too late — and only helps in arguments after the collision.

Capt. S. J. C. Deakin.
South Coast Marine Surveyors, Inc.
Sausalito

Capt. — We stand corrected: You must show a downward conical shape only if: 1) Your boat is longer than 12 meters; 2) If you have both your sails up and your engine on; and 3) If it's between sunrise and sunset.

By the way, we found the 'motoring cone' on page 733 of the West Marine Port Supply catalog — 1996 edition. We didn't find

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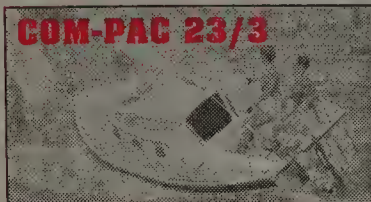


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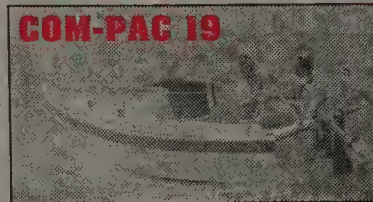
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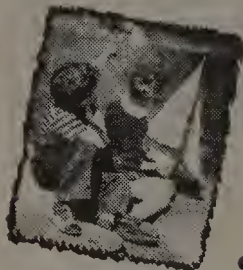
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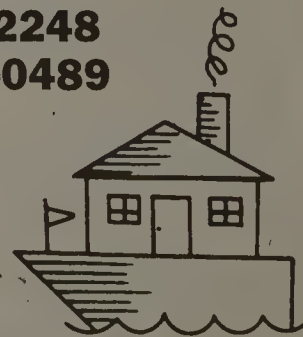
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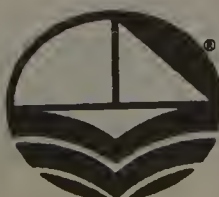
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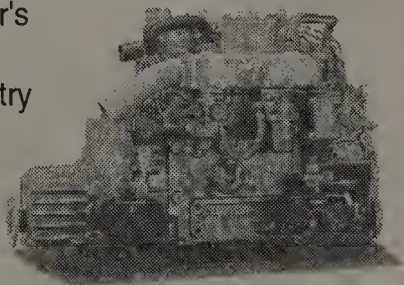
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LETTERS

it in the new one. Do you suppose it's because nobody bought them?

⇅ SAILING IN THE NORTHWEST

Regarding the letter from Pat and Linda of Tampa Bay, who are considering relocating to the Northwest. The couple should only move here if they want to sail year 'round.

The weather may be cloudy and cool — it doesn't really qualify as cold — in the winter, but the sailing schedule is full even then. No one ever told us that you couldn't go sailing if the sun wasn't out. And, after a gray winter, there are 4+ months of brighter, warmer, summer sailing.

Come to the Northwest — but hurry, you're missing more sailing all the time.

Ann Christiansen
The Northwest

Ann — This may come as a surprise, but in southern Florida anything under 70° is considered to be 'freezing'.

⇅ THE NEWEST AND MOST ORIGINAL MONOHULL?

For Seattle's most recent contribution to fun sailing, check out the Riptide 35s in Division E of the Pacific Cup. Folks who enjoy racing at speed — but don't have a large cadre of silent, punctual, generous crew — might be interested in this design.

While the boat is similar to many new designs in lightweight construction, asymmetric masthead chutes, and bulb keel, there are several unique aspects to the design which reflect Paul Bieker's roots. Since he's best known as designer of the *Bieker II*, reigning International 14 champion, one would expect a heavy dinghy influence. It's there, both in the efficient use of water ballast and an innovative rig/sail plan. The Riptide 35 is probably the closest thing to an 'around the buoys' water ballasted boat — under 30 seconds for athwartships ballast transfer — and, like the Whitbread 60s, defines upwind sailing and reaching.

Bob Alexander
Pacific Northwest

Bob — The Riptide is certainly an interesting design — and we'll be right there at the Kaneohe Bay finish line to see if it lives up to expectations.

⇅ SOMETIMES I GOT COLD

Floridians Pat and Linda want to know about the weather in the Pacific Northwest. I spent five years up there sailing my Freedom 28 *Broad Reacher*, and only last fall brought her back down to the Delta.

Here's the way I see it: May is a good month in Port Townsend, then for some reason June is dull. July, August and September are wonderful for cruising. The wind is light, however, so paying attention to tidal currents is essential. An engine helps, too. Despite the less than ideal sailing conditions, there are lots of sailboats in the Northwest.

Some liveaboards move ashore during the winter rainy season. Others are happy to stay aboard for the entire winter, delighted that boats and people are — at least supposed to be — waterproof. As for myself, sometimes I got cold. A couple of years ago, it snowed six inches in Port Townsend — a rare event that stopped the city cold.

During my time in the Northwest, I sailed from Port Townsend to Olympia, and up to the San Juan Islands and the Gulf Islands (same island chain, but in different countries). Canada is a nice place to visit — as long as you leave your firearms behind. Both Washington and British Columbia have extensive marine parks systems with docks, moorings and all that.

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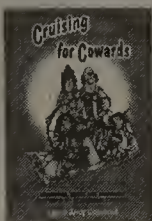
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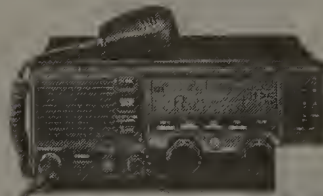
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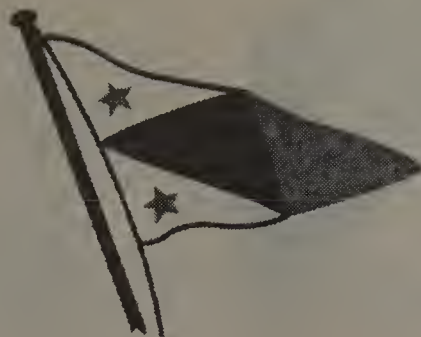
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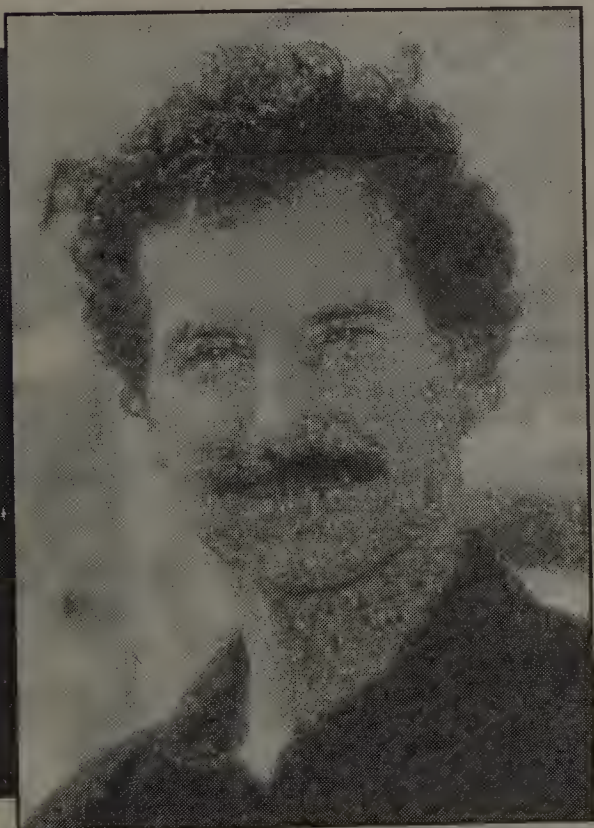
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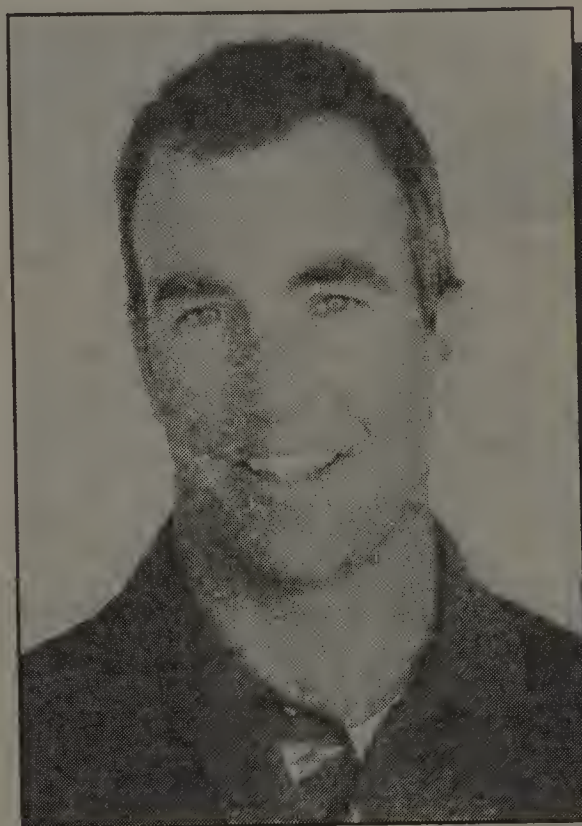


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LETTERS

If you really want a good look, come up without your boat and stay for a few weeks. The best times and places are Port Townsend the second weekend in September for the Wooden Boat Festival, or the week before in Victoria for the Classic Boat Festival. Ferries go all over the San Juans and Gulfs. If you want more details, just ask.

So why did I move my boat back south? To get a longer cruising season — although I find I'm still wearing a jacket in June! Screwed by El Niño — it's normally shorts and no shirt weather by this time in the Delta — but then we blame El Niño for everything these days.

P.S. I have a picture of my car in Pensacola — with snow on it. I also got cold once in Key West in '81. Until you make a decision, enjoy the warm Florida sailing — but watch out for those damn lobster pots.

Al MacDiarmid
Broad Reacher, Freedom 28
Isleton

Al — Correct us if we're wrong, but aren't you the former IBM employee who sailed a Freedom 33 to Mexico in the early '80s?

↑↓ MOST ACCIDENTS ARE A RESULT OF DRINKING

Regarding the possibility of the Coast Guard requiring the use of PFDs on all boats, I wonder if the Coast Guard 'drowning count' includes those people who fall out of boats on inland waters. I've heard that when such drownings occur and the victim is male, officials trying to determine the cause of death will routinely check the position of his zipper. It seems that many, if not most, of these 'accidents' are a result of the excessive consumption of alcohol — usually beer — and the subsequent need to urinate over the side.

In case you haven't tried peeing off the side of a 14-foot aluminum fishing boat, rest assured that there is a definite risk of going overboard — even when sober. That non-swimmers are doing it while drunk doesn't sound like particularly intelligent behavior to me.

Rick Redfern, retired Navy
Turned Turtle, Holder 12
Land of 10,000 Lakes

Rick — Before the Coast Guard institutes a policy of mandatory PFDs, we think they should consider the following statistics on boating deaths in California. While the stats are unfortunately from 1995, they are the most recent we have, and probably similar for more recent years.

— Of the 52 deaths in '95, 48% occurred on lakes, 17% on 'other rivers', 17% in the ocean and bays, 14% in the Delta, and 4% on the Colorado River.

— Over 50% of the fatalities occurred from open motorboats, which was just one of 10 categories. The next highest were personal watercraft, canoes/kayaks, and rafts. Deaths from cabin motorboats, auxiliary sailboats, and sailboats were almost statistically insignificant.

— Seventy-seven percent of all fatal accidents involved boats less than 25 feet. The next biggest category was 'unknown' with about 20%. Less than 10% of the fatalities involved boats between 26 and 'over 65 feet'.

— What were the boats doing when the fatality occurred? One third of the time they were 'drifting', and one third of the time they were 'motor cruising'. Twenty percent of the time they were 'rowing or paddling'. Just 4% of the time were they sailing.

— Of those who drowned, 72% were not wearing a PFD.

A careful look at the statistics seems to suggest that the mandatory wearing of PFDs might be reasonable for smaller boats, but certainly not for larger ones.

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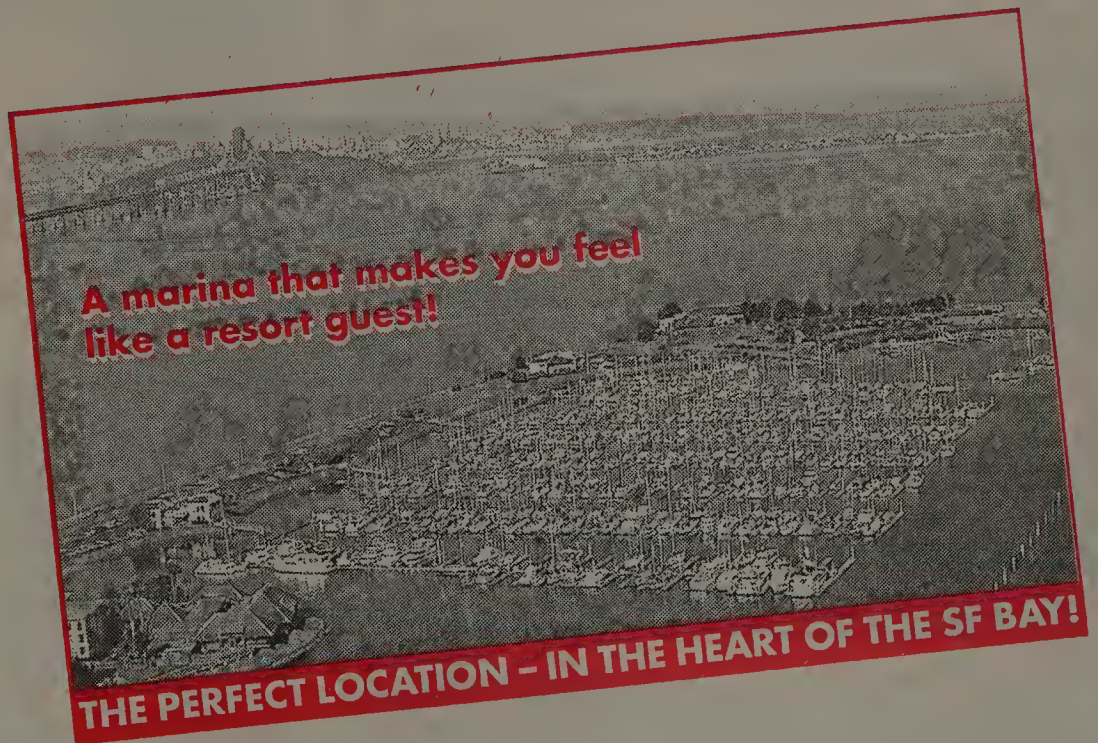
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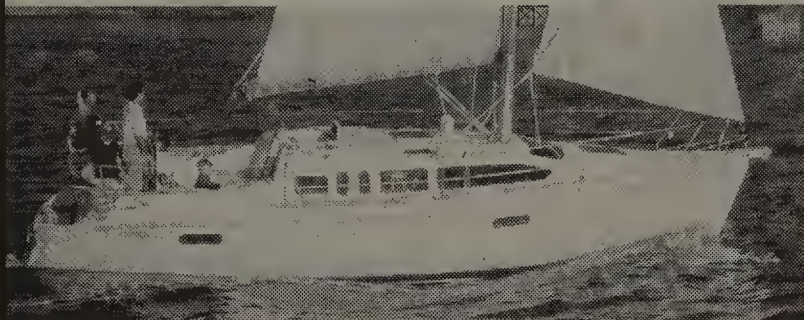
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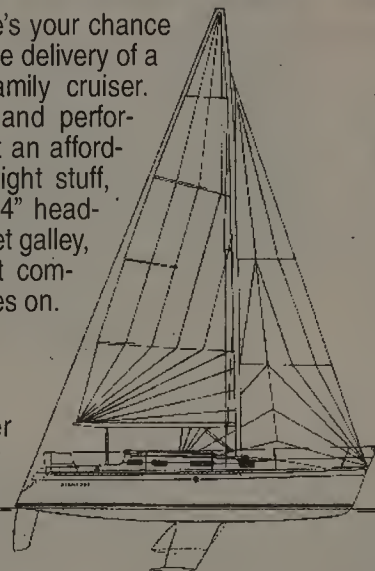
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LETTERS

⇅ EITHER MISTAKEN OR ILLEGAL

Robert Chave's question about running lights was quickly answered by the Coast Guard: You can have them on at deck level or at the masthead — but never at both places at the same time.

And *Latitude* made a good comment about the required day shape — but missed one little thing. Chave stated that his masthead light covered a 240° arc of visibility. COLREGS, however, requires a masthead light with a visibility arc of just 225°. So either his light is not legal or he is mistaken about the arc of visibility.

Steve Malais
Novato

Steve — The other possibility is that we made a typo. As far as we know, the only masthead lights available are those with a 225° arc of visibility.

⇅ FROM THE MUD GROWS A SAILBOAT

In an act of craziness, we pulled a 1987 Newport 27 out of the mud in Rio Vista. We're cleaning her up, fixing the blisters, and hope to sail her soon.

We have the original owner's manuals for the hull and the diesel, and some other stuff. But most of the stuff isn't very helpful. The rig is as the original owner purchased it — but appears to have been thrown together with what was left on the shelf, as Capitol Yachts was going out of business about this time. The rig will work, but the parts don't quite match or are a bit odd.

We're interested in collecting more technical data, drawings, and other info about the boat. She's an aft cabin/flush deck design with a standard keel. If no technical data is available, can anyone tell us how to calculate the ballast to displacement ratio?

Sandi and Dennis Yeast
Sequel, Newport 27
elwood6126@aol.com

⇅ WHAT YOU SEE IS NOT NECESSARILY WHAT YOU GET

While reading the *June* issue, we noticed that certain boats for sale all seemed to look alike. On pages 247, 248 and 249, for example, three different Catalina 30s were listed. They were built in different years and were listed for sale at different prices — but it was clear the same picture had been used in each ad. One time the photo had been 'flopped'.

Our question then, is do you supply stock photos for advertisers, or do they supply their own? In any case, it seems that what you see is not necessarily what you get.

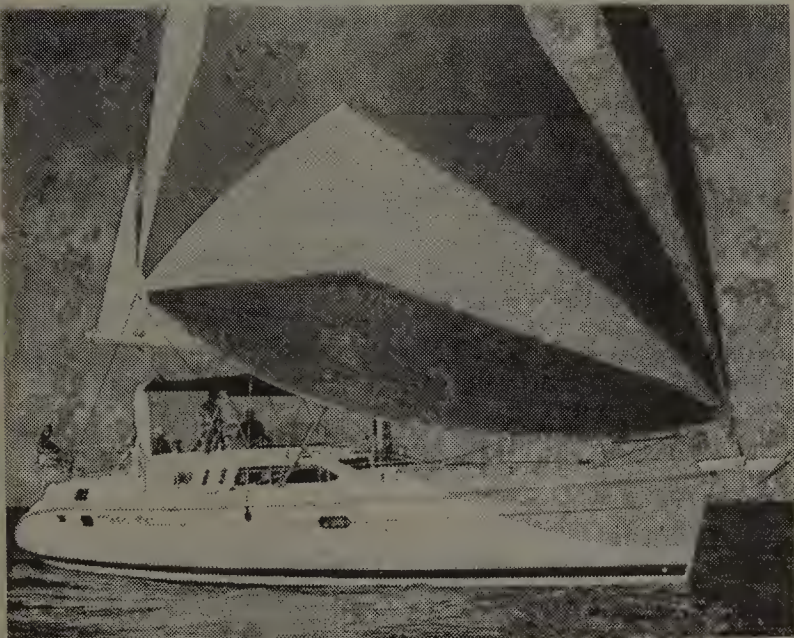
We enjoy your fine magazine. It seems that the most important item on the Del Norte Yacht & Rowing Club's agenda each month is to secure a copy of *Latitude* for home consumption.

Don and Mary James
Merry'L, Catalina 25
Brookings Harbor, Oregon

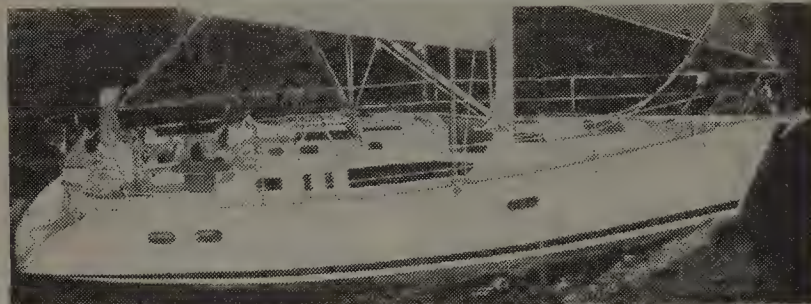
Don & Mary — The Catalina 30 photo you refer to is the cover shot from the Catalina 30 brochure. Many — though not all! — of the brokerage ad pictures of boats under sail come from manufacturers' brochures or publicity shots in our files or the broker's files. On the other hand, photos of boats tied up to the dock are of the actual boat for sale — unless noted as 'sistership'.

Due to logistics and time restraints, we can't always show a picture of the actual boat, so it's up to buyers to examine the boat in person and determine her condition. Besides, 'thumbnails' can only provide you with the most limited information. Trust us, nobody is trying to pull a fast one.

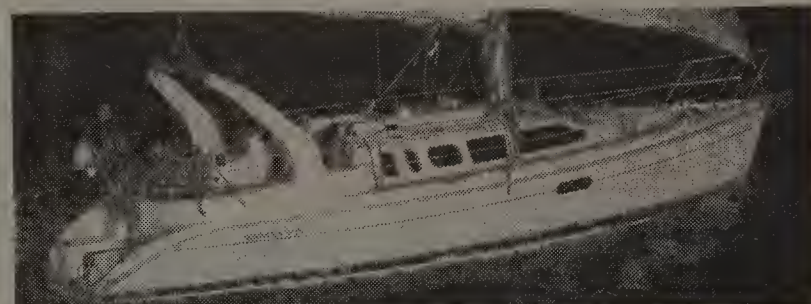
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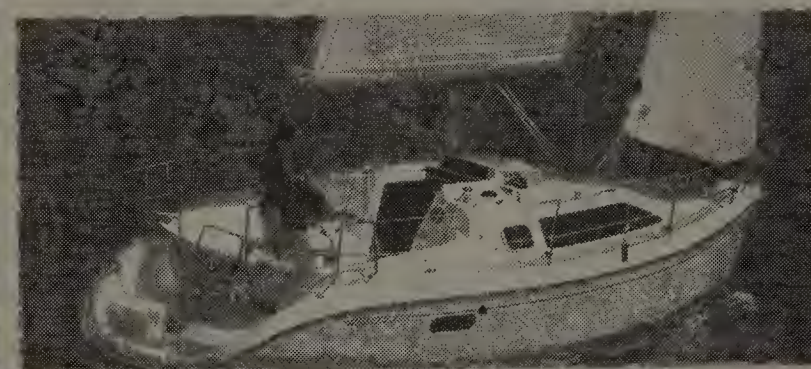
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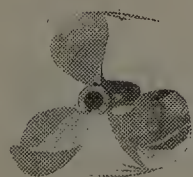
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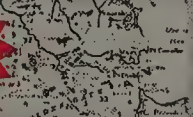
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LETTERS

EXCHANGE INFORMATION

The May issue has a letter from Jeff and Jen Tatlock, who are preparing their Newport 30 Shooter for a cruise to the Caribbean. I'm presently preparing my Newport 30 for Mexico and wonder, is it possible for me to write them and exchange information? Can I have their address?

Carlos Navarro
Rosa del Mar, Newport 30
Box 9014, San Pedro, CA, 90734

Carlos — We're not comfortable giving out addresses, but we imagine they'd be happy to contact you.

HE HOPES FOR BAD WEATHER

Just a note to say I've known Bob Gay, who is entered in the upcoming Singlehanded TransPac, for quite some time, and I think he's terrific. Those 'voices' are in all our heads — it's just a matter of harnessing them and acting. Bob has shown me how to harness and act on them — but more importantly, he's shown me ambition and the fruits of effort.

I'm confident that Bob will excel in the Singlehanded TransPac. He just hopes for bad weather — so his skills will shine.

Bob Blair
Principal SQA Engineer
Ascend Communications

Bob — We salute the entire singlehanded fleet, and wish each and every one of them a safe, swift and satisfying crossing.

KEEPING YOUR SANITY

You guys were right on the money with your response to our misinformed friend in Florida who thinks the Pacific Northwest receives two months of sunshine per year. My wife, daughter, and myself were transplanted to Seattle four years ago from a sunny place — Southern California (which people in this area resent, but that's another story). It has been our observation that Seattle is overcast all of the time except for a freak week of sunshine thrown in here and there. The city did not name its WNBA basketball team the 'Seattle Reign' for nothing.

Although the semipermanent low pressure system which resides in the Gulf of Alaska weakens during the summer months — most sailors in these parts do the bulk of their annual sailing between the Fourth of July and the end of September — it never seems to disappear entirely. As a result, cold fronts still move across the Pacific Northwest during the two to three months of so-called 'good weather'. The only difference is that the intensity and frequency of the fronts decreases in the summer. Instead of having one front come on the heels of another, there's generally a week between fronts. So it's not unusual, even during the summer, for rain and cold to have you holed up in your cabin.

So how do we deal with it? Our personal choice is to return to a warmer climate. However, until we are able to do that, we deal with the rotten weather by:

1) Outfitting our boat for cold weather — which allows us to extend our season from early April until late October. We also have a hefty ground tackle package, and have added a track for the storm sail, a storm trysail and storm jib. We need to be able to heave to and/or get the hook really set when the high winds associated with the fronts come through.

2) Using our Dickenson Newport diesel heater for over 90% of the days of the year.

3) Picking our anchorages very, very carefully. Last summer we were blown out of two separate anchorages by strong southerlies which came up on us in the middle of the night.

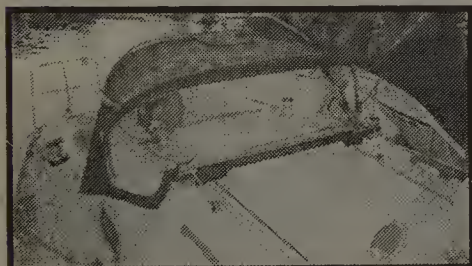
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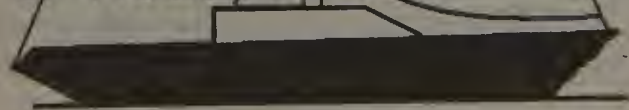
See the new Furlex at our shop

We are pleased to have helped in race preparations of the following boats for Pacific Cup:
Grey Eagle (Valant 40), Copernicus (Ohlsen 38),
Laurel Anne (Hood 38), Siren (Cal 39), and
La Adrianna (Perry 47)

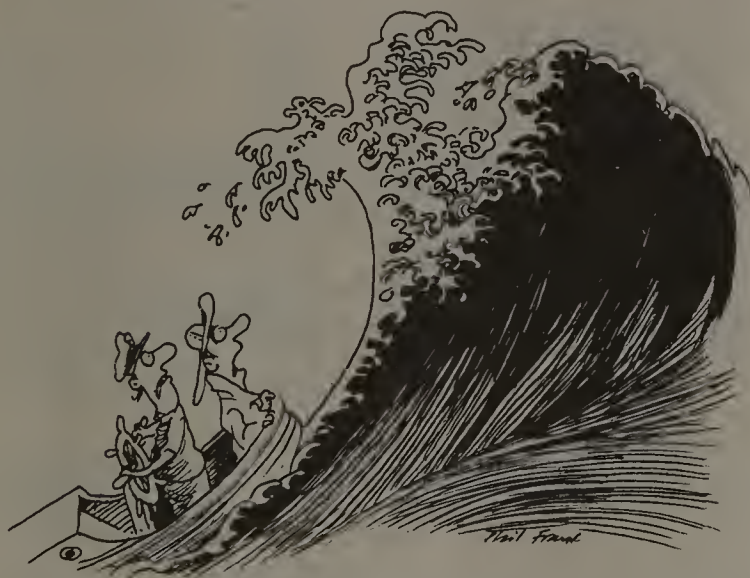
and for the Santa Barbara race:
Sparky (Mumm 30), and Turning Point (Swan 43)
We wish them all the best of luck

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PRESERVING NEW VINYL ITEMS

The gummy surface seen on even quite new sun-exposed vinyl dinghies (West Marine, Zodiac or Quicksilver), fenders, cowl vents or upholstery is due to surface migration of plasticizers. If covered, then dampness causes mildew! Prevent all this by quickly wiping over with **CRYSTAL CLEAR** (item 2 below) and sealing with **SILKENSEAL** (item 4).

RESTORING OLDER VINYL ITEMS

The next step is yellow oxidation, eventually leading to chalkiness and cracking **SEA GLOW** (item 3) dissolves away gum and oxidation and restores true white color to fenders and vents. It also makes other colors (blue, red, etc.) brighter. Lost plasticizer, anti-oxidant and other original preservatives are replenished. Use **CRYSTAL CLEAR** (2) on pastel shades. Finally seal the surface with **SILKENSEAL** (4), which neutralizes stickiness, restores shine and prevents return of gumminess.

NEW OR OLD CLEAR VINYL ('ISINGLASS') AND LEXAN

Preserve the clear 'as new surface' with **CLEAR HORIZONS** (item 5). Remove any light (milky) surface oxidation with **ISLAND GIRL Pink** (item 1) then seal and clarify surface (item 5). **CRYSTAL CLEAR** and **SEA GLOW** are more for removing heavier yellow oxidation. Use light abrasive to make pitted surface a little smoother then use **CLEAR HORIZONS** (5) to restore much of the original clarity. Alone, **CLEAR HORIZONS** (5) is also great on all spectacles, binoculars, windshields, etc. (glass or plastic) and leaves a water resistant surface on glass or plastic windshields.

HYPALON, RUBBER, GELCOAT AND LPU

These eventually all go chalky and get stained. Follow the above guidelines for vinyl. Items 2,3 +4 are essential to prevent mildew taking hold on white inflatable boats. **CRYSTAL CLEAR** (2) is best for pastel shades while **SEA GLOW** (3) dramatically restores color brightness. Our products restore depth, even to black gelcoat, and preserve against both further oxidation and mildew without grinding away the thin gelcoat surface. **SILKENSEAL** (4) seals surface prior to waxing and can mirror shine hard caruba wax finishes (we recommend *Collinile Fleetwax*) without machine buffing. Use items 1 & 2 to remove scuff marks, even painted lettering and overspray.

GENERAL CLEANING

Many thousands of boaters can't be wrong! **ISLAND GIRL Pink** (item 1) replaces all general cleaners and can be used with water dilution for bilges or as a boat soap. The ultimate non-skid deck cleaner. Removes paint and other contamination from clothing and carpet — makes an ocean voyager's companion tool for sealant and epoxy cleanup, even 5200! Still good for plastics, small amounts of items 2 & 3 & 4 can be used afterwards for protection.

THE SYSTEM CONSISTS OF:

1. ISLAND GIRL Pink Cleansing Lotion

Our original product is more versatile and effective than any other. New Version enables tasks as varied as cleaning up oxidation or 5200 sealant to washing work clothes, carpet, bilges or cleaning utensils (with any necessary water dilution). *Perfect for ocean racers & cruisers.* Rinses off with water leaving solid surfaces squeaky clean.

2. CRYSTAL CLEAR Cleansing Lotion & Conditioner

Stronger oxidation removal. Penetrating conditioner restores elasticity to pliable plastics and depth to gelcoat. Imparts maximal antioxidant protection and prevents penetration by mildew and algae. Use with **SILKENSEAL** to protect all new gelcoat, vinyl and Hypalon items against weathering. *Protect your new inflatable dinghy from mildew, chalk or gumminess!*

3. SEA GLOW Cleansing Lotion & Conditioner

Our premium product — additional activity restores original whiteness and bright colors, essential for older white inflatables, cowl vents and dinghies.

4. SILKENSEAL 'Plastic Skin'

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LETTERS

Since then, we've never assumed that we don't have to listen to the weather just because it's August. And, we never anchor in places exposed to the south — which is unfortunate because they have the nicest sand beaches — unless we are positive about the weather. And up here, it's hard to be positive about the weather. Fortunately, the Pacific Northwest does have many protected anchorages:

4) Reading *Latitude*. Nobody else puts me in the middle of the Pacific Ocean en route to the Marquesas or spearfishing on a South Pacific atoll like you do. Believe me, when it's raining and cold here for the 200th day in a row, getting to these places in mind — if not in body — is paramount to keeping your sanity.

Tony Frudakis and Family
Ladyfish, Tayana 37
Pacific Northwest

THE EFFECTS OF EL NIÑO WERE EVERYWHERE

I'm just back from a Panama to Galapagos to the Marquesas to the Tuamotus to Tahiti (where I just had to go to verify that high tide is always at noon) trip as crew aboard the Halberg-Rassy 46 *Wonder Years*. I have to report that the effects of El Niño were everywhere.

We left Balboa on March 31 and experienced what the locals said was too much rain in Galapagos, during the crossing, and in the Marquesas. The ocean temperatures were still too warm, the ITCZ was way low (we had 'northern' trades), and the cooling southern trades were hard to find and fickle. So we wilted in the humid heat. In the usually bountiful Marquesas, it was also hard to find fresh local produce. That was the bad part.

The absolutely great part was everything else: the awesome places we saw, the great people we met — both cruisers and locals — and the sunsets, sunrises, fresh wahoo, tuna, and mahi mahi courtesy of Neptune.

Mabelle Lernoud
Monterey

Mabelle — And then there was the matter of the unusual number of cyclones, including Alan, which hit with so much devastation late in the season. We have another report on the cyclone in this month's *Changes*.

Perhaps more good news: Scientists are now reporting that ocean temperatures have cooled dramatically and we may be about to begin a La Niña phase. The bad news is that this would suggest an increased number of hurricanes in the Atlantic.

A WELL DESERVED BREAK FROM SUMMER

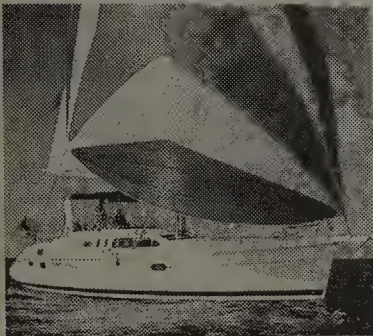
The folks from Florida want to know about sailing in the Pacific Northwest? I hope regional boosterism doesn't come through too strongly, but sailing in the Pacific Northwest is delightful.

In this part of the country we're blessed with an intermittent sailing season that prevents us from becoming bored with constant sunshine and steady winds. Good sailing weather — defined here as at least 90 minutes of sunshine and less than a quarter inch of rain in 24 hours — arrives most years about May 16. Most of us Northwest sailors are so exhausted from the day's sail that we ignore our boats until the next good sailing day — which is usually June 22.

On that day, for reasons known only to Native Americans of the Pacific Northwest, we normally see at least three hours of sunshine and minimal fog during the morning. Usually there's about six knots of wind in the afternoon, which prompts most of us to double reef.

Our good summer weather arrives again in July — usually two consecutive days toward the latter part of the month. Fol-

HERE'S A DOZEN GOOD REASONS WHY YOU SHOULD BE CRUISING WITH CLUB NAUTIQUE



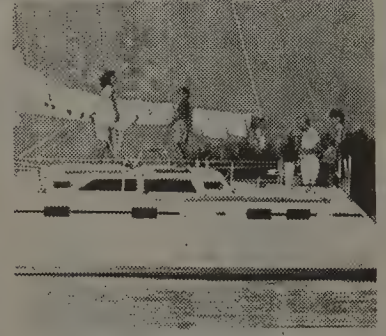
Hunter Passage 450



Hunter 410



Hunter 376



Hunter 375



Jeanneau 362



Mainship 350 Trawler



Hunter 340



Hunter 336



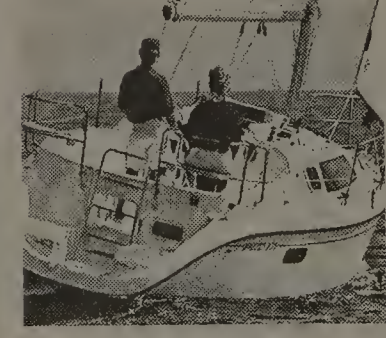
Hunter 310



Mainship Pilot 30

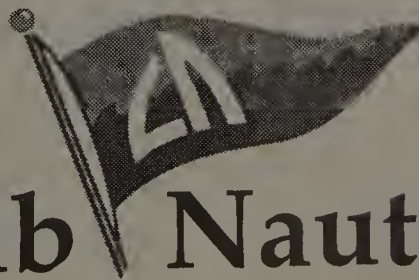


Hunter 295



Hunter 280

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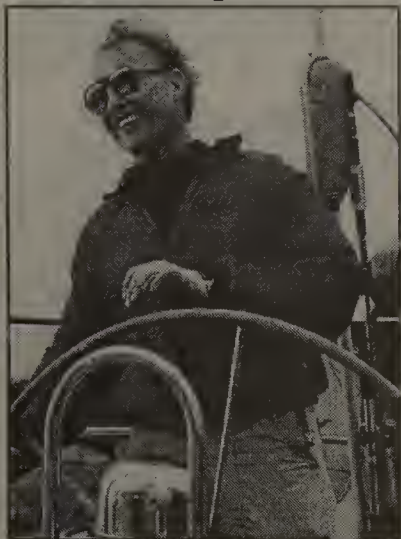
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LETTERS

lowing those days, we get a well-deserved break from the summer weather until just after Labor Day.

Weather records going back over 50 years indicate that after 1300, September 7 is dry at least 60% of the time! The September sailing season is also the period when the temperature soars to 72° or so. At those temperatures, we Northwest sailors shed the top two layers of polar fleece we've been wearing for the past several months. We cavort around in just our long underwear covered by insulated windbreakers. Invariably there are several cases of heat prostration during these summer days, even with six or seven knots of cooling breezes.

Between the sailing days, most of us Northwest sailors keep busy by knocking down the moss and mildew that quickly accumulate on our boats — and pets. A solution of full strength hydrochloric acid mixed with orange flavored soda-pop works well — although it is a bit hard on the gelcoat.

Perhaps the one downside of this idyllic bliss is that anyone who relocates to the state of Washington is not allowed to bring a motorized vehicle past the state line. So many folks have moved into the area over the past few years — including, of course, a large number of sailors — that our 12 roads have become gridlocked from approximately 0500 to 2000 each day. Actually, Sundays are much better, with gridlock limited to 0700 until 1800.

In any event, come on up to Puget Sound, I'm sure you'll enjoy the area!

Jerry Hofferber
Silverdale, Washington
Puget Sound

↑↓DON'T GO WHERE THE SUN DOESN'T SHINE

The sun doesn't ever shine up here in the Pacific Northwest. And prices for housing and berthing, as well as the regulation of those markets, have gone the way of Southern California.

Go away!

Somebody Using Doc Freeman's Fax Machine
Seattle

↑↓FAMILY MEMBERS THINK I'M SAILING THE WORLD

Let me start by saying that I think your magazine is the best on the planet! I enjoy it from cover to cover, from *Letters*, to *Changes*, to the *Classy Classifieds* — whenever I get the opportunity.

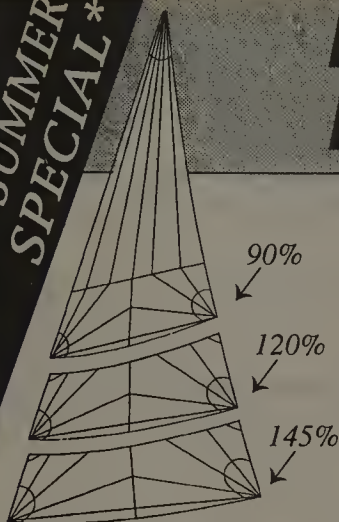
But here's my problem. In June of '97 I was transferred from 7PC Nellis, Las Vegas, Nevada, to 7CI Latuna, El Paso, New Mexico. You guessed it, I'm in federal prison. Up until June, I had been receiving my monthly *Latitude* fix from a subscription bought by my mother. Before that, friends and family would always stop by different marine stores to forward me a copy. But after the transfer, I never received any copies. I sent in a change of address and my mother called several times, but still no *Latitudes*.

I finally got your address from a friend — via the Mooloolaba YC in Australia of all places! Small world, isn't it? I'm not asking for any handouts or freebies, I'd just like to know if you could update my subscription to replace the missing six or seven months of '97 to start in June of '98 through December '98 — as December 30th is my release date. By the first of next year, I'll be a free human being again, and able to get my *Latitude* and attitude adjustment on a regular basis.

During the last eight years of my 10-year sentence for conspiracy to import an herb — Mary Jane — *Latitude* has helped me keep my dreams alive until I can return to my family, friends, loved ones — and my dear Mother Ocean. With your help in considering my updated subscription, my last seven months will keep me on an even keel during the stormy nights ahead.

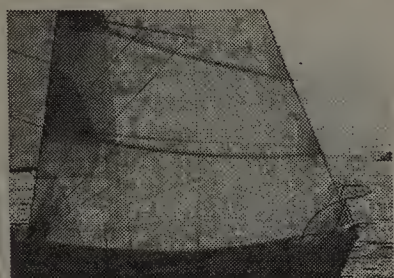
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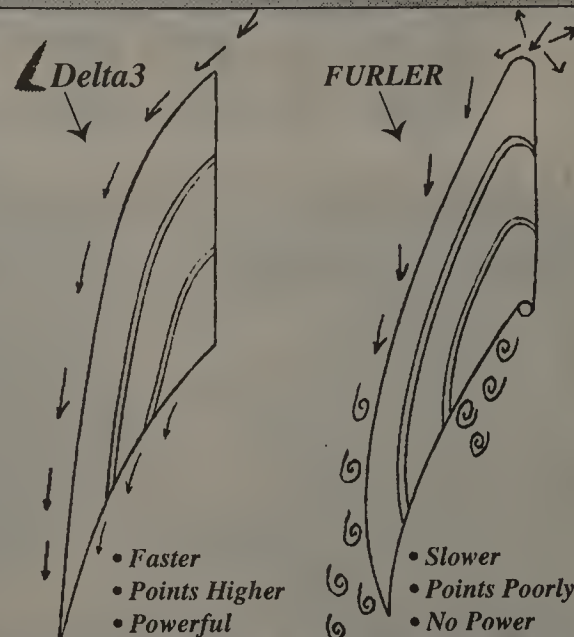
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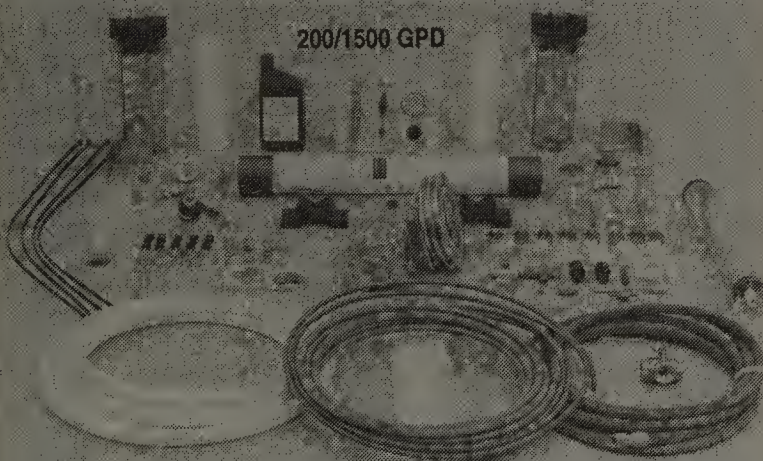
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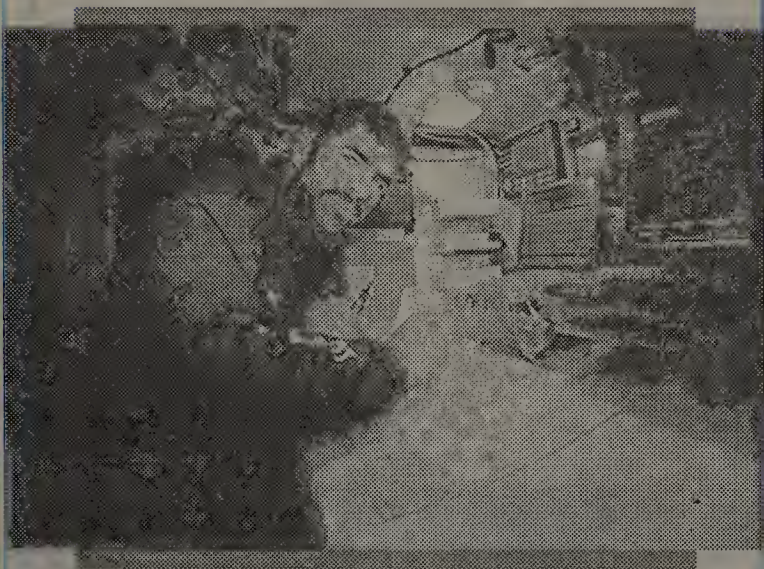
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LETTERS

P.S. Feel free to print my letter, but please withhold my last name as some family and friends are unaware of my incarceration. They think I'm out sailing the world, and it could be embarrassing to my family if they found out.

Cappy Gar, the Last Sailor
Federal Prison

Cappy — We've gladly complied with your request. Best of luck for the new year — the world has changed a lot in the last 10 years.

↑↓SCHUBERT AND THE WANDERER

While sifting through my LPs, I came upon *Richter Plays Schubert*. The lead piece is *Fantasia in C Major, D. 760*, called *Wanderer*. Sensing too good an opportunity to pass up, I made the enclosed cassette. The liner notes say this piece is called *Wanderer* "because it uses, in its slow movement, the tune of Schubert's own song of that name."

Now that West Marine bought Goldbergs, *Latitude* now — more or less — reaches New York City. This month it was 'less', as the store didn't get any. So I had to get an emergency copy mailed from my son, Thunder, who lives in Santa Monica.

M. David Levin
New York/Montpellier, France

M. — What a kind thing to do! We're saving the cassette for that special evening sail offshore.

If it was you who gave Thunder his name, we'd like to congratulate you. It really has much more to offer than Bill or Tom or Sam. What would be really cool is if he has a twin brother named Lightning.

↑↓CLARK WOULD BE JUST ONE OF MANY

I read the article about David Clark in the May issue. Somehow I don't think he's going to be the oldest to do a singlehanded circumnavigation.

Harry Pidgeon started his first singlehanded circumnavigation at age 54 and his second in his late 60s. At age 75 he started out on his honeymoon with his (first) wife.

Dusty Tremblay, whom Bay Area folks may remember, started his first singlehanded circumnavigation in his 60s and his second in his 70s. I last saw Dusty in Pago Pago in '92. He was 84 at the time and singlehanded a new Kelly-Peterson 46 on his third singlehanded circumnavigation!

David Lewis is 80 and still out sailing in a 28-foot sailboat.

So David Clark is going to be just one of many older people who are still out there doing great things with boats. Old is just a state of mind, and the fact that there are older people than you or me out there doing things should give us all the hope that we can too.

P.S. You should try to interview Dave Russell in more depth. I don't know anyone who has more great sea stories! He was supposed to sail with me and Don Carlson to Samoa in '91, but a business commitment stopped him. Don and I were bummed as we had anticipated listening to his many tales as we sailed along.

Bruce Westrate
Iniki (ex-Saltflower)

Bruce — Fatty Goodlander just had an interview with Leo White in the St. Martin-based marine publication *All At Sea*. White, now 75 years old, is on his fourth circumnavigation. He's sailed 100,000 miles, all by himself. Having lost one of his boats, a Gulfstar 41, on a reef in New Guinea, he's now travelling on a modest Cascade 29 that had been homebuilt.

"I have to favor my left knee," says White. "And I get short of

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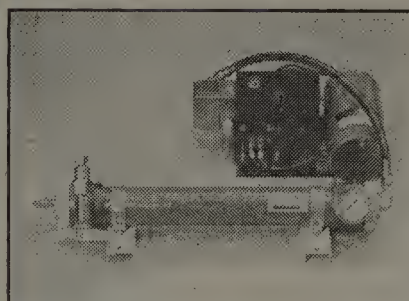
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LETTERS

breath. I had prostate cancer, and that was hell. But I don't need an alarm clock to remember to wake up every hour to check the horizon. Mother Nature takes care of that because I have to get up every hour to pee."

As for you, Bruce, we have to admire a man who names his new boat after the hurricane who destroyed his last one.

⇓ **FUNKY? WHO IS CALLING OUR PLACE 'FUNKY'?**

On reading the *Idiot's Guide to Bay Cruising*, in the May issue, I was disappointed and took offense at your choice of words on describing Napa Valley Marina as 'funky'.

Webster's defines funky as: "Having an earthy, unsophisticated style" and "feeling odd or quaint in appearance or style." We would like to think we have an earthy, quaint feel that welcomes boaters to our marina, but there is nothing sterile about our place. It breathes with the wind. It overlooks vineyards and fields with cows. It is quiet and peaceful, and ducks and geese freely move about. I suppose if someone were looking for sidewalks and pristine concrete docks, then that would make us seem unsophisticated. As for being odd, we don't have a clue!

We don't think you actually got out of your boat when you arrived. Because if you had, you would have discovered 40 acres of facilities that cater to cruising boats, monohulls and multihulls from eight to 100 feet. We have five rails to haul boats up to 40 tons and we have one of the few facilities that can haul multihulls with plenty of elbow room. Add to this a 20-ton Travel-Lift and a 35-ton hydraulic trailer, and I think you get the picture!

The comment was also made that our supplies and facilities are limited. Compared to what? We probably have the best stocked inventory of marine supplies of any boatyard in the Delta. We have a grocery store with all the staples, guest docks, 200 slips (half of them covered), a launch ramp, a fuel dock, waste pumpout and acres of dry storage.

We're about seven miles past Vallejo by water, with plenty of deep water. It's amazing how 200-foot cruise ships, tugs and barges can navigate the river with no problems. I don't believe they are "shallow draft boats" as you cautioned your readers about. On your next visit, we'll have the whole Napa Valley Marina crew waiting for you. We'll keep the coffee on, tell you where the fish are, or uncork a bottle of Napa wine when you arrive. That's not funky, odd or unsophisticated — that's just how our family does business.

Tom Giovannoni
Napa Valley Marina

Tom — 'Funky' was a terrible choice of words on our part because it can be interpreted too many ways. There wouldn't have been any confusion had we simply said, "We love Napa Valley Marina" — which we do. It's mellow, it's roomy, it's country — it's great. If you're driving up to Napa and the Wine Country, it's just about a mile off the highway. Check it out and see what we mean.

⇓ **A HATTERAS 38 CERTAINLY CAN BE INSURED**

Captain Petersen's April letter, the one which blamed the Coast Guard for the damage to his Hatteras 38 — after he wrecked her on a rock — had me thinking it was an April Fool's joke. Upon further reading, I decided that Petersen is in denial of the most basic personal responsibilities. As *Latitude* pointed out, all mariners who go to sea must take full responsibility for the safe operation of their vessel.

'Capt.' Peterson claims all kinds of boating experience — but subsequent parts of his letter made him sound like a complete greenhorn. I wonder if he even knew where he was. But what really upset me was Petersen's absurd claim that it wasn't pos-

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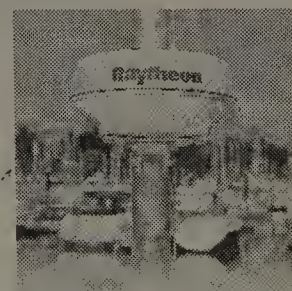
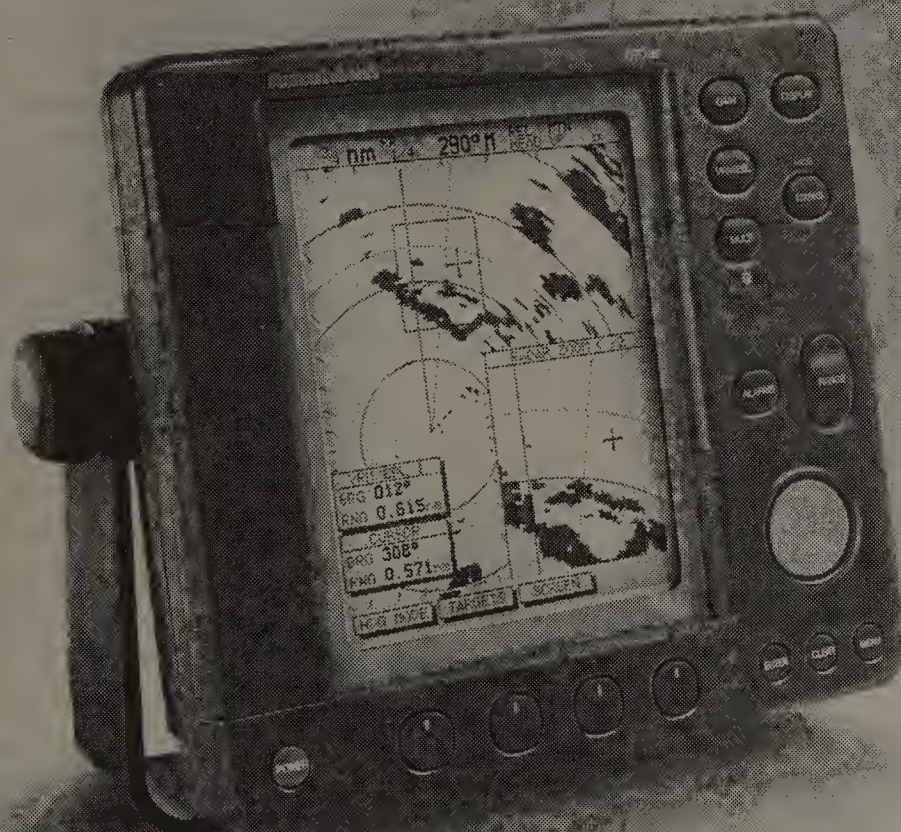
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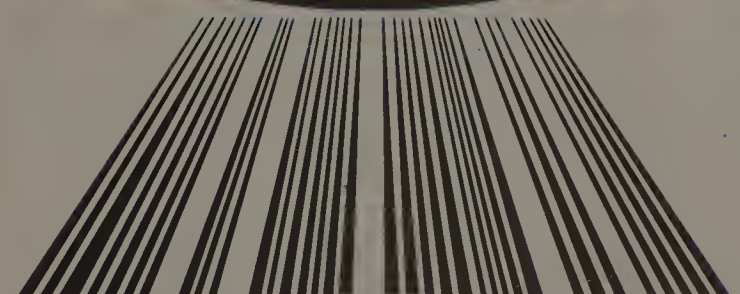
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LETTERS

sible to get full insurance coverage for a fiberglass Hatteras 38 built in '68. Any of the insurance brokers that advertise in *Latitude* could have provided him with full coverage — following a survey, of course, and correction of deficiencies noted on the survey. For instance, I just surveyed a '67 Hatteras 34. Following the replacement of fuel hoses with SAE J-1527, she was fully insurable.

Maybe Petersen's problem was that he tried to get yacht insurance from a broker that specializes in home or health insurance. If he dealt with a marine insurance professional, he wouldn't have had that problem. Marine policies might cost a few dollars more in the short term, but they would have saved him tens of thousands of dollars after his accident.

Petersen states that his loss was \$60,000 — but that's way more than the boat is worth. Based on his mention of an explosion hazard, I'm going to presume that his boat was powered by gasoline engines. In that case, the BUC Book shows the highest value of only \$45,300 — plus 10% for the Pacific Coast south of Eureka. Petersen must have had quite a lot of personal gear aboard — which in any event should have been covered by a rider on his vessel insurance or under his homeowner's policy.

Also in the April issue, Doug Wood complained that small boatyards were maligned in an ad by a larger boatyard. I agree with Wood's point that small yards can be better all around because there's often closer communication between the boatowner and the person actually doing the work.

Thirdly, the Wanderer did a reasonably good job of remembering all the different models built by Columbia Yachts, but he still missed some: The 18-ft Jollyboat and the 21-foot Flying Dutchman (a daysailer based on the hull of the Columbia 22), the Caribbean 33 (actually built by Glass Laminates, Columbia's predecessor), the Columbia 41 (built on the 39 Mk II hull), and the Columbia 56 motorsailer (built on the Columbia 57, the only one of which was built is now in Acapulco where she works as a crewed charter yacht). Then there were all the 'metric' boats by Columbia: The 5.5 (and Sabre, built on the 5.5 hull), the 7.6, 8.3, 8.7, 9.6, 10.7 and 11.8. And don't forget that many of the Coronados share Columbia hulls and other parts. For example, the Columbia 30 became the Coronado 32, the Columbia 34 Mark II became the Coronado 35, and so on.

I have a copy of the Columbia/Coronado *Dealer's Engineering Notebook*. This publication is full of great data, such as sail plans, rigging lengths, keel installation, prop shaft drawings, and so forth. Unfortunately, not all models are included — especially the later metric boats. If anyone wants information, they may contact me at surveyjack@aol.com, and I will try to assist them. Give me as much data as possible — including HIN and engine if the question is related to the powertrain. The publication is about five inches thick, which makes it difficult to copy — other than a single page at a time.

Finally, the April primer about salvaging and salvage rights hit all the important points. In fact, it was a good — what the hell, great! — issue, especially the articles about the long distance races, steam schooners, and high school sailing.

Jack Mackinnon
Senior Accredited Marine Surveyor
San Lorenzo

Jack — Thanks for the kind words.

⚓ GOLFITO IS NOT A DIRTY, SCUZZY LITTLE TOWN

During the past several years, I've read a half a dozen stories in *Latitude* — by cruisers — about Golfito, Costa Rica's southernmost port. None of these stories have been favorable. While I can't comment on Golfito's merits as a port for cruisers, I can

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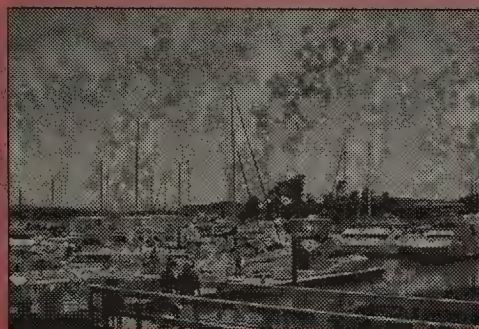
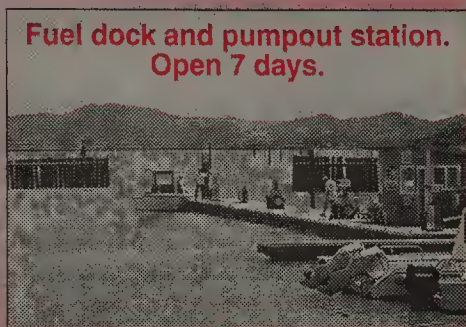
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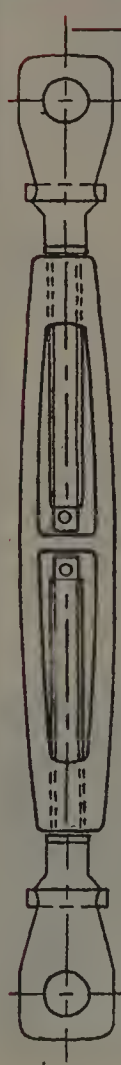
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LETTERS

report that when my husband and I visited 18 months ago as not so typical tourists seeking a less traveled and commercialized Costa Rica experience — we found just what we were looking for in Golfito.

Our experience was not without challenge — and in fact got off to a very rocky start. After landing at Golfito's gravel airstrip, Larry and I spotted our prepaid hotel accommodations within walking distance. We waved off the cab drivers seeking our business and, carrying our duffel bags, headed to the Hotel Sierra. The driveway was 'attended' by a khaki-clad guard wielding an automatic rifle. As we approached, he mumbled something in Spanish that we couldn't understand and waved us away.

Larry and I looked at each other and I said, "I think we're at the back door, and the guard wants us to go around to the front." (Stupid *gringa*.) The front door had a similarly dressed 'bell captain' who kept repeating the word *cerrado* until I finally understood it as 'closed'. We later learned that the bank had recently foreclosed on the property.

"Okay, now what?" Larry demanded of me. "Where did you find this travel agent anyway?" With our backs to the airstrip and our eyes scanning a block of industrial warehouses, we concluded that we were in the middle of somewhere — next to nowhere — and hoped that destiny would provide.

Enter Cesar, our guardian angel, a friendly and helpful cab driver who happened by. He understood our pitiful Spanish well enough to recommend another hotel. After driving us through a funeral procession, downtown Golfito, and along a long strip of beach, we arrived at Hotel Las Gaviotas. According to the impression on the complimentary bars of soap, it's also home to the Golfito YC. The hotel — located at the end of the Golfo Dulce, bordering the water, with clean rooms, hot water, restaurant, pool and a bar — was perfect. No mas problemas for us.

Thanks to Cesar's kind introduction, we spent three days exploring Golfito's coastline and small town atmosphere. Cesar introduced us to Rodolfo, a taxi boat captain, who took us to Punto Enconto for an afternoon swim, and educated us about the history of this former bustling banana port. "The company (United Fruit)," he explained, "pulled out in 1985 for political reasons." It is not remembered fondly by those — such as Cesar and his father — who had dedicated their working lives to its factories and plantations during the banana boom.

We explored the area by foot and in communal cabs with the locals, used the services of the *lavenderia*, *sodas* (restaurants), markets, and the bank, took walks in the early morning where we saw school children in uniforms waiting for the bus (at 6 a.m.), and felt safer than we have on many occasions in downtown Los Angeles. People were friendly, courteous, and particularly honest — especially Rodolfo, who insisted Larry take back most of the overly generous tip given to him. "Oh, this is 200 colones, not 20?!" Boy, do I feel *muy stupido*.

While Golfito cannot be compared to Acapulco, Cancun, Santa Barbara, or Manuel Antonio National Park, it's not the "dirty, scuzzy little town" described in Berkeley's travel guide. Golfito's surroundings can provide visitors with hours of visual stimulation, from beautiful sunsets and forested hillsides, to its quaint shops and sodas. Golfito may not have a lot to offer cruisers, but we met one cruiser who certainly felt it held plenty for him — enough so that he traveled from Florida annually to visit this place of good-hearted people who enjoy a simple existence (satellite dishes notwithstanding).

We hope to return to Golfito some day — and find that it hasn't changed a bit.

Kathy Pacheco
Elima, Golden Wave 42

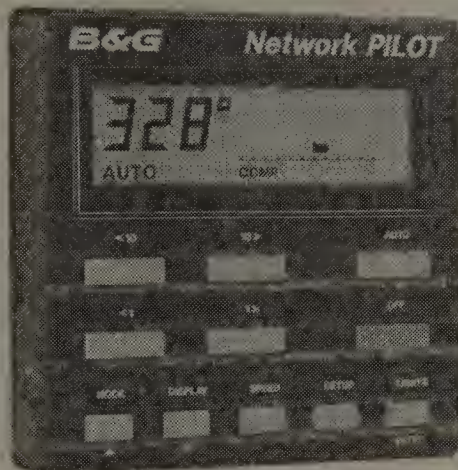
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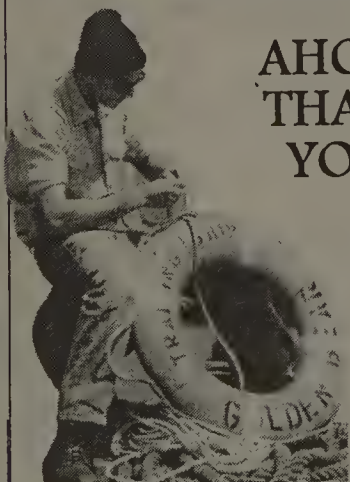
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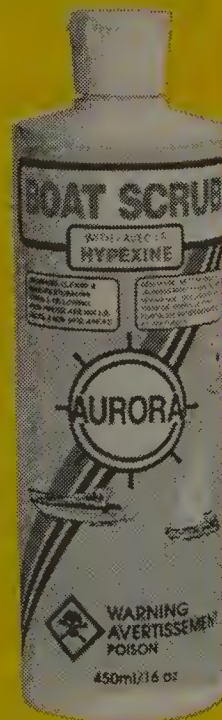
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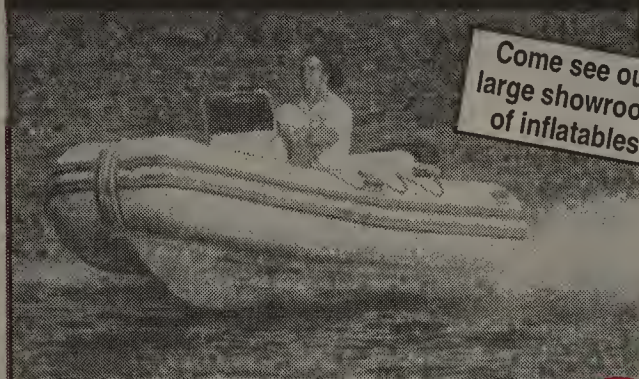
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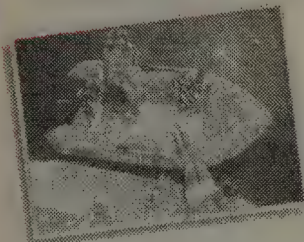
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LETTERS

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E.G. Roston
 San Pedro

E.G. — Chinese junks built for recreational use are, to our knowledge, few and far between. But if you're looking for the authentic item, they're still being hand-built by the hundreds in places like Hong Kong, China, the Phillipines and Indonesia. With the Asian financial crisis in full swing, both flights and junks are about as cheap as they'll ever get.

THE GOOD STUFF FOR THE BOAT AND THE GODS

I'm amazed you had to ask for the traditional ship christening ceremony. It's so short and simple I thought everybody knew it: "I name this ship *Saucy Sue*. May she bring fair winds and good luck to all who sail in her."

That's all. You then smash a bottle of champagne against the bow as she starts to move down the ways, or as the travelift dumps her in the water.

There are some concessions for yachts, of course. For a start, you can wrap the bottle in net material so bits of glass don't fall everywhere. And you can hit the bottle with a hammer—a fancy silver one if you want to keep it as a memento—rather than mutilate the bows by trying to smash it against them. Champagne bottles are surprisingly tough. Some people cheat by having a jeweller cut a thin groove in the bottle so it will break more easily, but then it's like a bomb ready to go off at any moment.

The christening ceremony is also the one you use when you want to re-name your boat, of course, but only after you have properly de-named her. You have twice printed Vigor's famous Interdenominational De-Naming Ceremony in your esteemed free rag, but for anybody with a few bucks it's also in my book of 420 yachting rules of thumb, *The Practical Mariner's Book of Knowledge* (International Marine), which isn't as fuddy-duddy as it sounds. You can bet I didn't choose the title.

A caveat: The champagne you use for the christening (or de-naming) ceremony must be the best you can afford. If you're truly poor, the stuff that tastes like warmed-up California cat's piss will suffice, but if you've got real boodle you'd better invest in a decent bottle of ancient French brew. This is not to benefit the French, which I would never encourage, but to ensure the best of luck for you and your boat.

The champagne, after all, represents the blood sacrifice that mariners performed 4,000 years ago. It saves you from having to slaughter your favorite virgin and stick her head on the prow for a lucky charm. So don't skimp on the price.

In those days the christening rite was thought essential because if it were neglected you invited disaster upon your ship, or at least doomed it to a career of ill fortune and last place in every race.

Another caveat: You can, if you choose, uncork the bottle and pour the champagne over the bows like a civilized being, instead of violently hurling it and smashing it to pieces, or lambasting it with a hammer. But in that case you must pour ALL the champagne over the bow. Don't try to save some for yourself. If there's one thing the gods of the wind and the sea really hate, it's cheap petty-mindedness and Scrooge-like scrimping.

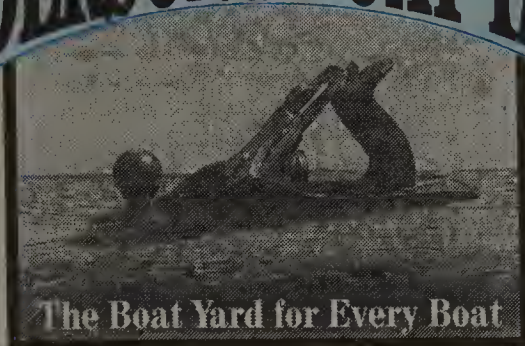
So if you want some champagne for yourself, get another bottle. You can drink the cheap stuff if you don't care about

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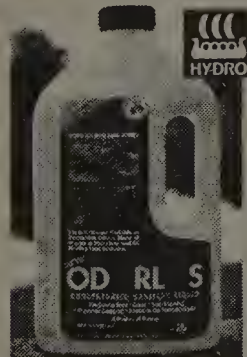
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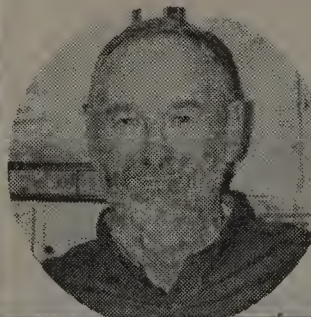
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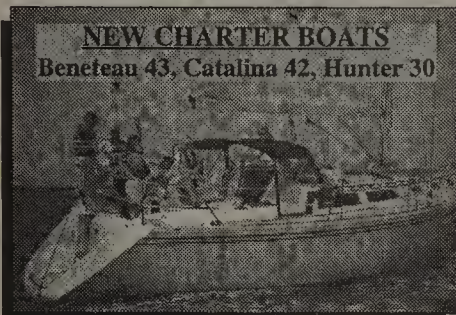
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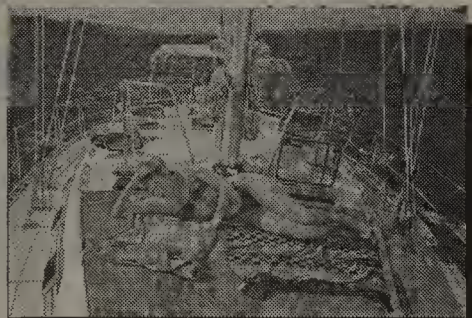
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LETTERS

your insides rusting, but the good stuff goes to the boat and the gods, okay?

John Vigor
Oak Harbor, Washington

John — No, we didn't have to ask about traditional ship christening ceremonies, but we were fishing for variations or entirely different christening traditions. Variety, after all, is the spice of life.

↑↓ I'D BUY ANOTHER IN A NEW YORK SECOND

While we're en route to French Polynesia, I'd like to write another orchard letter for one of your advertisers — SGC Inc.

When we purchased our current ketch in 1990, I decided to use the triadic (jack) stay between the main and mizzen mast as the HF antenna. In order to tune it properly, I purchased an SGC automatic tuner. I mounted the tuner near the top of the mizzen mast in order to be as close to the antenna wire as possible.

This tuner performed flawlessly for six years. In fact, during a trip from Honolulu to San Francisco back in '91, the feed line to the antenna broke — yet the tuner tuned the remaining three feet of ungrounded coax well enough to enable us to stay in contact with friends both in the islands and on the mainland! By the time we got to La Paz some years later, the radio itself was beginning to experience an annoying frequency drift. But it kept working well enough to continue the voyage.

Two days after arriving in Honolulu some 18 months ago, the tuner failed. This tuner had been atop the mizzen for six years, and thus had been exposed to the elements that included the dry heat of the Delta during the summer, the cold damp Delta winters, the heat of the tropics, tropical downpours, and yes — even though it's some 40 feet above sea level — salt spray in rough weather.

I sent the tuner back to SGC for repairs and decided to have them replace the coax at the same time. Almost immediately the tuner was returned to me with a note to the effect that although the tuner was one year out of warranty, the company had decided to repair it free of charge because they'd found corrosion on one of their boards. All I had to pay for was shipping to the factory and the new coax. What a company.

Needless to say, I decided to replace the old HF rig — with a SGC 2000 with the 'Power Talk' head. So far we've sailed from Hawaii, American Samoa, Tonga, Western Samoa, and on back to Hawaii — and the combination of the SGC tuner — still mounted atop the mizzen — and the SGC 2000 has performed flawlessly.

The SGC is American-made, comes with a five-year warranty, turn-around service, and outstanding technical support. Would I buy another one? In a New York second!

J.R. Williams
Motorsailer Havaiki
Carson City, Nevada

J.R. — We're not familiar with the term 'orchard letter'. Did we miss something by not growing up on a farm?

↑↓ SUPERFICIAL JOURNALISM

Your article about Marina Seca in San Carlos in the March 1998 issue was great PR for Ed Grossman, but could only be considered superficial as journalism. A few small items that you failed to mention include the fact that Marina Seca has raised their rates over 50% in the last year. Our Westsail 32, *Marijke II*, which last year cost less than \$80 per month to store, now costs \$120. Same thing for storage of an automobile in the yard while cruising — it cost \$1.00 per day when we first hauled



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SWAN 55 (1994): Nautor's center cockpit model with extended reverse transom, swim platform, Reckman hydraulic furling headstay, and electric winches. Lightly used (less than 400 engine hours), it shows no use whatsoever, but is equipped for world cruising with watermaker, Perkins 116 hp diesel, 10 KW generator, and large fuel and water capacities. Located Florida.



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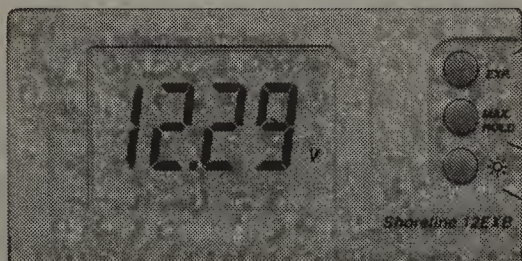


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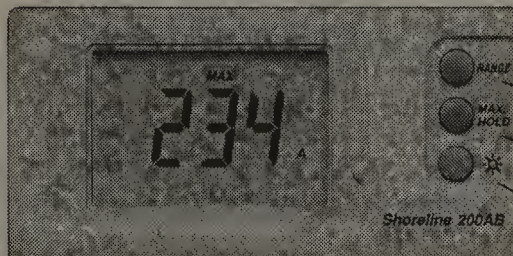
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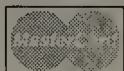
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LETTERS

out in San Carlos, and has now jumped to \$1.50 per day.

Increases on the order of 50% do not, I feel, reflect simply the increased cost of doing business — especially in Mexico — but a rather obvious attempt to wring as much from their captive audience as possible. It is well known that the Grossmans have the only such facility in the Sea of Cortez this side of La Paz — where Marina Palmira is trying (so far unsuccessfully) to provide a reliable alternative for cruisers to store their boats on land. Marina Seca is a good storage yard, with a well-compacted asphalt lot and reasonable security, but it would certainly not "rival any boatyard north of the border" in quality or efficiency.

During my cruise, I was offered a job contract in the U.S. and left my boat there in July of '96. As for the professional nature of the yard, I would like to offer up a few observations. The pads on the hydraulic trailers that they use in the yard are never covered with paper when they haul boats to and fro, and the bottom paint often rubs off on them. Since the pads sometimes must be set above the waterline, this often mars white topsides of the boats. When we hauled our boat out, we had to compound the topsides to remove the bottom paint and grit left by their 'efficient' operation. After this happened to us, I noticed similar marks on dozens of other boats. In addition, our boat — a heavy displacement cruiser — requires six jack stands to properly support it while in the yard. They supplied these all right, and as soon as my back was turned, they took two back. This happened more than once. I went down to check on the boat after six months and found that they had removed the 'extra' stands. I requested they put them back, which they did, only to find them gone again on my next visit there. They're back under the boat again (?) but I don't call this the behavior of a professional yard. Oh, and by the way, did you use the bathroom there? It would gag a maggot.

Regarding the future plans of the cross-Baja route, I can only say that this is very old news. At the time we hauled out in 1996, the plans for the overland cross-Baja scheme were already several years old, so that's hardly an 'exciting' new plan for the future. They have been wrangling over permits and facilities to accomplish that one for years, and it is no closer to reality now than it was when we left for our cruise in 1995. The only thing new is that the estimated price for hauling a boat across to Santa Rosalita has gone up. Don't get me wrong, I think it's a great idea — if they ever really do it.

Marina Seca is a good yard — for Mexico. But you would do the cruiser community a better service if, when you write about cruising conditions and boating facilities in Mexico, you reported on both sides of the issue. Prices are going up, but quite often quality is not. A little investigation once in a while would be refreshing.

Hugh Vincent
Marijke II

HOW TO AVOID SUCH A NIGHTMARE

It's with great empathy that I read the April article about *Slow Dancin's* unfortunate experience at Dog Bay on Isla Tiburón in the Sea of Cortez. Denied the shelter from the wind the skipper had sought, the boat dragged anchor ashore where she suffered terrible damage and later was vandalized.

The misfortune got me to thinking what anyone could have possibly done to prevent such a nightmare. I offer some thoughts, not criticism, in the hope that we can all prepare ourselves for the day when we realize, while at anchor somewhere, that the wind is not only blowing 25 knots, but is going to get much worse.

First, it's interesting to read how Hal Roth prepared his vessel for a siege while at anchor. He stripped his boat until she was, in Roth's words, "as slick as a seal." To get her in this

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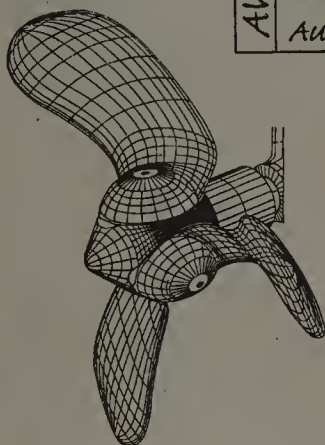
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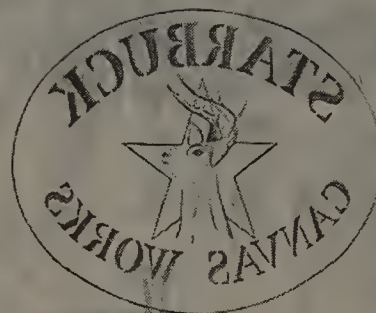
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LETTERS



PHOTO: MARIAH'S EYES PHOTOGRAPHY

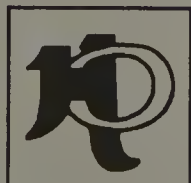
Mike & Sue Proudfoot (and friends) in their newly restored boat.

We first made sails for Mike & Sue in 1985 and '87 for a previous boat, so it is especially pleasing that after they found their retirement world cruiser and meticulously restored it, they again came to us for sails to complement its beauty and provide worry-free years of use.

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condition, he removed the dodger and weather cloths, the furling jib and even the main. He took everything off the exterior of the boat that he could to reduce wind resistance, as wind resistance is what causes boats to drag anchor.

Second, set an additional anchor. When the wind reaches 25 knots, it's time. Setting a second anchor can be done by motoring to one side of the first anchor, dropping the second hook, then equalizing the rodes. With proper sails, a second anchor could be set while under sail rather than power. Naturally, a boat must be set up so that a second anchor can easily be deployed. If attempting this activity revealed that the prop was fouled — as had been the case with *Slow Dancin'* — plans could be made to sail from the anchorage before things got really bad.

Third, the decision to leave a lee anchorage must not be delayed until conditions significantly worsen. Our forefathers taught us to head to sea at the first sign of trouble — and they didn't need the auxiliary propulsion, which often lets us down, to do it. What they did have were anchors and chain(s) that were easily buoyed and slipped, and appropriate sails to go to work to windward in heavy winds.

Today, many fine contemporary seamen — Rod Stevens, Hal Roth, Larry Pardey, to name a few — rig their boats with storm jibs and trysails. These well-cut, purpose-made sails are only 20 to 30 percent of the regular sail area. The jib is set on an inner forestay braced with runners aft, and the trysail on a dedicated mast track. These sails will take a boat to windward in strong winds.

The decision to go must be made while the crew still has some control of the situation. This is probably the most difficult decision a skipper will face. When offshore and clear of land, the boat can be heaved-to and the crew rested. I fear that most cruisers don't have storm sails and that they rely too heavily on their engines. Obviously, it isn't enough to just have the sails, as the crew must set up and practice such maneuvers.

I have resolved to equip my boat as I've described, and I hope that I have the wisdom to spot the developing situation and the fortitude to do the correct thing when the time comes.

John Richards
San Francisco

John — There's no substitute for having a well-practiced plan — and a huge anchor with heavy chain — for dealing with such situations. But what's even more necessary is the fortitude to overcome the all-too-human tendency to do nothing but hope really, really hard that the wind and seas will suddenly abate.

By the way, who is this contemporary sailor named 'Rod Stevens'? Perhaps you mean Olin Stephens of S&S fame. While the 90-year old Stephens may still be with us, his heavy weather sailing days are long behind him.

YORKTOWN OWNERS PAGE

Owners of Yorktown and Olympian yachts should know that they now have a valuable resource on the internet, as a Yorktown page has been put up by the former yard foreman. If there's enough interest, he may even start a Yorktown yacht registry.

The Yorktown owners page is <http://www.liveaboard.com/yorktown/yorktoc.html>

Bruce Smith
Argonauta, Yorktown 39
Sea of Cortez

Bruce — While Yorktowns were never the biggest name in boatbuilding, we do remember a couple of folks who finished off boats and then took them on successful circumnavigations.

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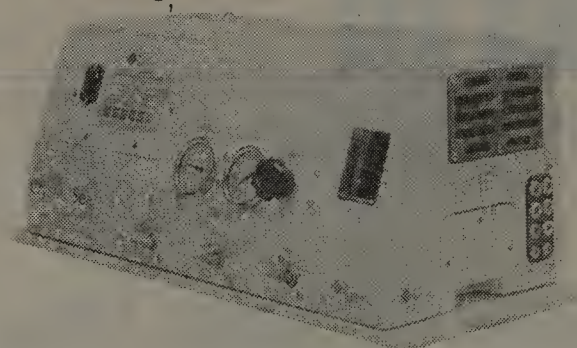
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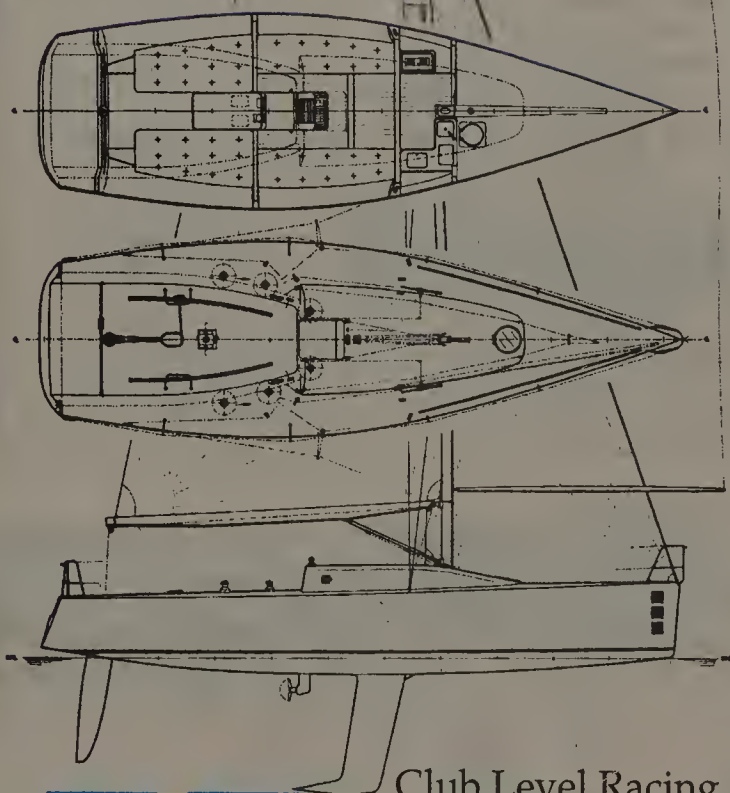
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LETTERS

WHISKEY, WORMS, AND WATER SUPPLIES

In my time, I have lived and worked in many areas susceptible to the bug known affectionately in Egypt as 'The Pharaoh's Revenge', in India as 'Delhi Belly', and here in Mexico as 'Montezuma's Revenge'. But I always heeded the lesson I learned in my junior high school biology class.

The teacher placed two glasses side by side, one containing whiskey and the other water. She then dropped a worm in the glass of water, where the thing swam around — as would be expected. Next, she dropped the worm into a glass of whiskey where, after a very short time, it expired. When the teacher asked for comments, I replied, "If you drink whisky you'll never catch worms."

So I'm sure the Wanderer will be well advised to heed this observation when next he travels to those countries with suspect water supplies. By the way, yes, I do have whiskey futures!

Ray Taylor

Sundancer II, Pretorien 35

Vancouver, B.C./Marina de La Paz

Ray — We'd always wondered how that experiment turned out. We tried the same thing in our junior high biology class, but right after the worm was put in the whiskey, little Johnny Red-bone snatched the glass and gulped down the whiskey and the worm. For what it's worth, he's now the president of a multinational corporation.

OUR GOAL IS TO PROVIDE QUALITY SERVICE

The San Diego Harbor Police has recently published a new web site that we are hoping will be enjoyable, interesting and informative to the boating public that visits San Diego Bay. The address is sdhp.com.

The site gives an overview of the department, but more importantly is a specific source of information for current facilities located in San Diego Bay. The site explains how and where to clear Customs, provides a list of every marina (including address and phone number), provides pump out and fuel locations, identifies the boat launching ramps and locations, lists haul-out facilities and so forth. In addition, the site explains when and where anchoring and mooring is allowed and how to contact the department.

Finally, it's also possible to send a direct message to the Chief of Police and the Department for answers to any questions. Our goal is to provide quality service to the visitors, and hopefully this will help us achieve that goal.

Lt. Ken Franke

San Diego Harbor Police

Lt. Franke — We think the site is terrific — especially the explanation of where and when it's possible to anchor, and a listing of all the facilities. A map would be a nice addition. We also love the business about anchoring permits being "available seven days a week, 24 hours a day."

A HERO AND A FOOL

No matter how many times you fix a problem in the cruising life, there always seems to be a new twist. Problem: Air in the diesel fuel line. It's a common, nagging problem that I've faced many times in my five years of cruising. But this last one gave me heart — and soul — burn.

Last November, *Adventure* was docked at a boatyard on the Intracoastal Waterway at Great Bridge, Virginia. The relatively new top-of-the-line 12-volt charger had been shipped back to the manufacturer for repair, making it necessary to run the engine every day for 12-volt power. The diesel heater also needed 2-3 gallons per day to cut the fall chill. So it was no surprise

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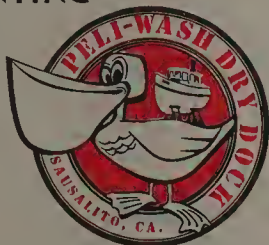
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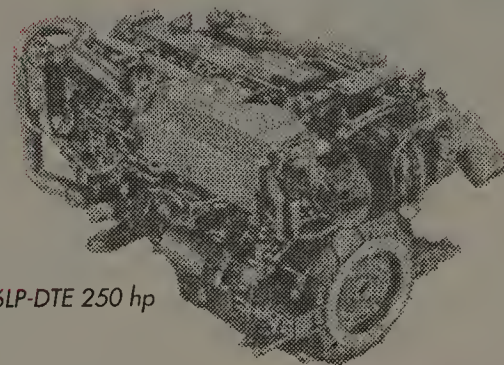
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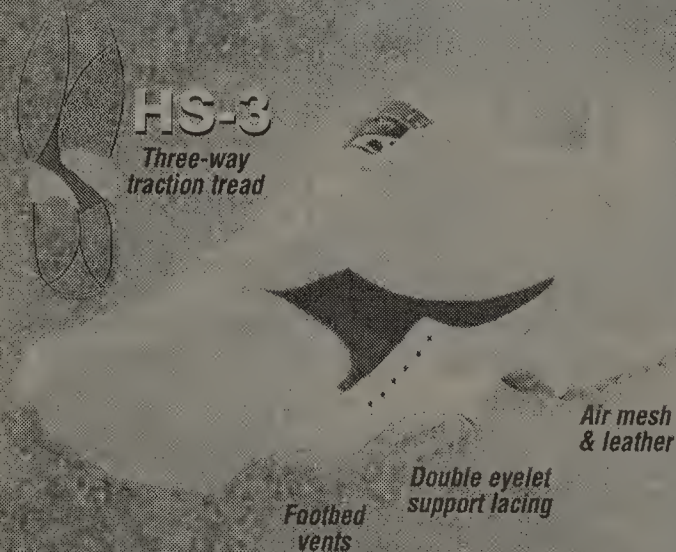
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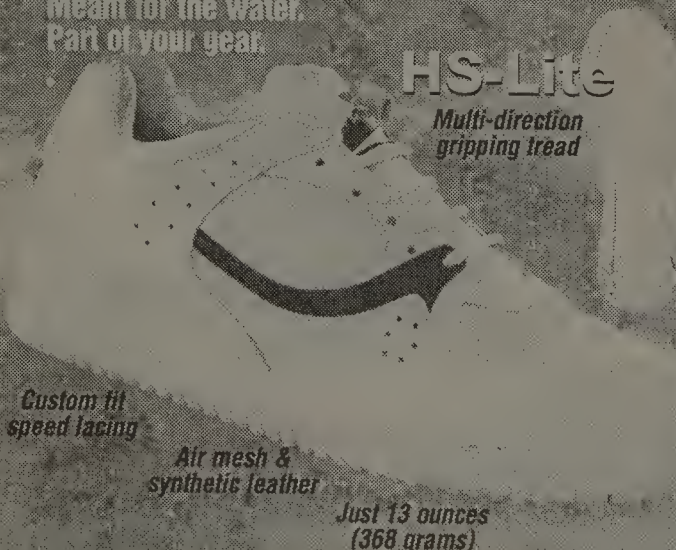
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LETTERS

when the engine turned over . . . and promptly died.

I made six quick trips to the fuel dock to jerry-jug 27 gallons of diesel aboard by 0900. I turned on the tiny 12-volt primer pump — if you don't have one of these \$25 godsenders, get one! Air bubbles came out of the bleed screw and then ran clear. The engine ignited — hooray! — then promptly died. There was more air in the line and a distressingly weak flow of fuel. Do I need a new primer pump? The current one is a replacement of the ratty-looking one that still worked. Did I save the rat?

A bright thought occurred after a long round of bleeding and checking connections — the filters must be jammed with sludge and water from the bottom of the tank. So I changed all three of the filters. The engine still wouldn't run. The hours slid by as I went over every damn connection and filter again and again and again. The engine would run for about four minutes each time — once as long as nine minutes — but then die like it had done so many times before.

A worn copper washer on the bleed screw had me scrambling to the yard store for new washers. The engine still died. The yard closed at 1700, and all my experiments had failed. In exasperation I even turned on the diesel heater — which burned for a few minutes before, like the engine, ending up silent.

By 1800 I was in a contemptible mood. Should I have had the yard mechanic fix it at \$52/hour? After all, that night was going to be the coldest one yet, and I didn't have any heat. And the next day was Sunday — so, if I didn't come up with any bright ideas, I'd be plagued with the problem until at least Monday.

I toyed with the idea that it was the engine fuel pump that had failed — and luckily I had a spare. Perhaps the main fuel filter was clogged again — although the sediment bowl looked fine for having been ignored for 18 months. Or maybe it was a broken line, a hairline crack in one of the too-many different hoses and pipes that connected fuel to engine.

My mind raced through the evening as I lay huddled under a blanket watching the worst of mindless television. Actually, the programs weren't so bad, it was just that my soul was on fire, oozing bubbles of endless rage. I had solved air-in-the-fuel problems in Mexico, Central America, in the middle of nowhere, and even at sea — why was I so dumb now?

The silly idea came to me in the middle of the night. The last time we'd had this problem — same yard, but a different winter — I had simply added a few jugs of fuel to the fuel tank on the other side, which resulted in the minuscule primer pump on the diesel heater drawing fuel almost 20 feet and firing right up. Today I had put fuel into the opposite tank on the port side. Could it be that the fuel pickup tube on the starboard tank was now sitting exposed to the air? Might all be well if I just closed the tank?

That was, of course, the answer. When morning came I felt like both a hero and a fool, as the engine purred and the diesel heater fired off.

Bob Neumann

Adventure, Perry 47

Atlantic Yacht Basin, Great Bridge, VA

↑↓ SHE ATE A KILO OF CHOW MEIN

We're writing in reference to a letter titled *What Kind Of People Do You Meet Cruising?* It was about a vessel named *Discontented* that was spotted with her crew Butchie and Bitchie in Z-town in March of '95. The letter described this unusual cruising couple in such rich detail that we always hoped to meet them. Alas, they apparently tried to keep a low profile.

At the conclusion of a bumpy voyage from Tonga to Fiji, however, we think we finally found them. We say 'think' because when we took a mooring behind the boat in question, she was

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LETTERS

In all fairness, Butchie has one redeeming talent: he's a snooker savant. Here in Fiji they have tables covered in green felt that strongly resemble pool tables — were it not for the fact they're so huge that you can hardly see from one end to the other. Fortunately for us, we had chosen up teams and put Butchie on our side and Bitchie on the other. Butchie calmly flubbed most of his shots — until somebody mentioned betting.

"You mean. . . " he asked, "as in money?"

When the opposition assured him they meant money, you should have seen Butchie's eyes harden, his nostrils flare, and his lips curl into a feral grin. He seemed to grow, from his normal 5' 4" to at least 5' 4 1/2" right before our eyes. Not only was he able to see over the table, he cleared it in record time. "Rack 'em up!" was all he said. But nobody wanted a piece of him anymore. He really earned that 25 cents, and we were glad he'd been on our team.

We recently heard rumors that Butchie and Bitchie had actually made it safely all the way to New Zealand. Despite a massive lobbying effort on the part of the Kiwi ambassador to the United States, they were reportedly allowed tourist visas for the second time in two years. The scuttlebutt is that they promised to help out the faltering Kiwi economy by purchasing most of this year's food production.

Meet Bitchie, seen here 'overdressed' by her usual standards. Not all sailors feel comfortable hanging out in the nude, but it sure makes laundry day a breeze.

LATITUDE ARCHIVES



We're not sure what to think about these rumors, as the last eyewitness report placed Butchie heading south out the pass from Suva harbor on a sailboard at seven knots with *Disconcerted* in hot pursuit. Bitchie was said to be munching on the port side hand rail — having already devoured the one on the starboard side — and was working her way aft to the companionway hatch. The last anybody saw, Butchie was calling for help while Bitchie was belching and licking her lips.

In spite of their unique personas — or maybe because of them — we look forward to seeing them in future cruising seasons. They certainly can throw a good party and are very entertaining. Has anybody heard from them?

Jim and Erma Sowear
Towthan
Savu Savu, Vanua Levu, Fiji

Jim & Erma — It seems to us that the stories of Bitchie and Butchie have reached such mythical status that it's no longer possible to tell what's real from what's fiction.

Oddly enough, there's a couple on the end-tie next to the Wanderer who bear a resemblance to the characters you describe. They speak of having left their wooden cruising boat in Whangarei — for \$300 a year — while having returned to the States for a few months to rebuild the cruising kitty.



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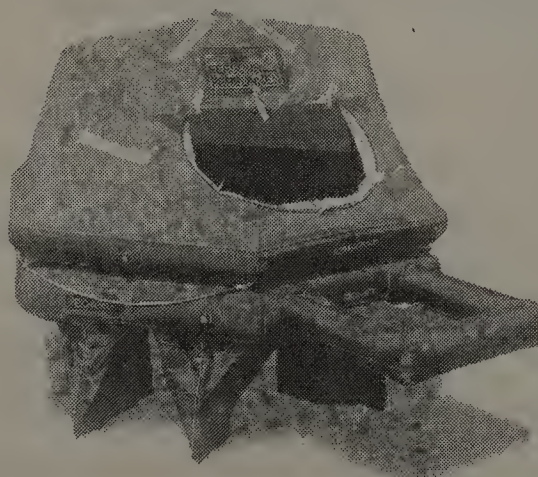
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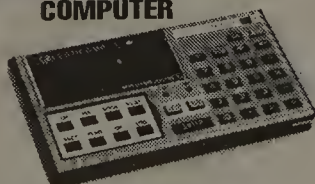


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LETTERS

DO WE RELY ON BIG GOVERNMENT TO PROTECT US?

Regarding crime against cruisers, I read the *New York Times* article stating that women were twice as likely to be murdered in Juarez as New York City. California has 200,000 or so 'bad people' in prison out of a population of about 30 million. Assuming the same 'badness' rate in Mexico, there should be 800,000 of their 120 million or so population behind bars. I'll leave it up to the sociologists as to whether Mexican society has the same rate of felons as California, but I doubt if Mexico has 800,000 people locked up in prison — which would mean that there's a lot of bad guys roaming around Mexico.

I do remember that when I was last in Mexico, which was '91, the papers were full of the firefight between the Mexican Drug Enforcement Agency and drug dealers. But when I got back home, our papers — as reported by our government — were full of the news that the same firefight took place between the Mexican DEA and the Mexican Army. So is Mexico corrupt? If so, there is even more cause for alarm.

I guess the real issue about personal safety when cruising is that if we are attacked, do we defend ourselves or do we rely on the local government to protect us? If we choose the former, do we bring a big enough gun to do the job, or do we rely on spear guns and flare guns — which are more likely to make the bad guy mad than prevent any crime. Regardless, once you pull out a pistol, your life changes forever. But relying on the local government might make your life change forever, too.

It appears the real answer is to be prudent and hope it doesn't happen to us.

Douglas H. Drake
Planet Earth

Douglas — Are you serious when you ask if Mexico is corrupt? It's tragically corrupt, from the bottom to the top — with the worst corruption at the top. The main victims are the poor people of Mexico, whose standard of living remains pathetically low. Meanwhile, a very small number of incredibly rich families, drug dealers and power brokers continue to accumulate an increasing percentage of the country's wealth.

Of course, the United States is thoroughly corrupt, too, but in a 'white collar' sort of way — meaning the collective spoils get split up without resorting to very much violence or murder. As Will Rogers said, it's easier to rob a bank with a fountain pen than with a gun. Interestingly enough, San Francisco is, on certain levels, extremely corrupt. If, for example, you're not an insider with the Dictator — er, Mayor Brown, you're out of it.

As for comparing murder and other crime rates between countries, it's meaningless. It doesn't even make sense to try to do it within relatively small cities. If you live in the affluent hills of Oakland, for example, your chances of getting murdered are but a tiny fraction of what they are just a few miles away in the flatlands. Similarly, there are areas of Mexico that are extremely dangerous. Mexico City is certainly one of the worst. Fortunately, most tourist areas are relatively safe.

The best way to avoid becoming a victim of crime? Avoid dangerous areas and being alone. Usually it's pretty easy — and fun — to do.

Latitude 38 welcomes all letters that are of interest to sailors, but submissions are subject to editing for the eternal virtues of brevity and clarity. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

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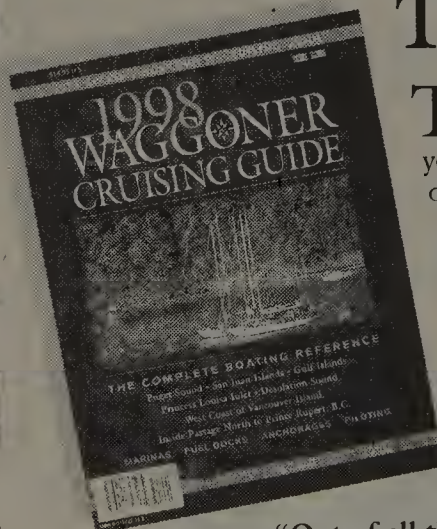
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LOOSE LIPS

Soylent pink?

The consumption and other uses of Spam among cruisers is a phenomenon that's long perplexed us. We've actually seen fish refuse this stuff as bait, yet Spam thunders on, cooked and not, in song and fable.

From now on, its popularity will cast an even weirder shadow. In a mid-June 'Straight Dope' article in the *Pacific Sun*, a reader asked, "Is it true that the people of the South Pacific love their Spam because it tastes so much like . . . people?"

Author Cecil Adams responded that this current rumor apparently originates with the famous travel writer Paul Theroux, who noted that, yes, Spam is hugely popular among the islands of the South Pacific, and that "the islanders dig it because they're ex-cannibals and they think Spam tastes like human flesh."

Adams goes on to note that things like this take on a life of their own. He then observes: 1) most of the South Pacific has been cannibal-free since the 19th century, so how would anyone know what people taste like?; and 2) Spam is more likely popular there because of the general scarcity and expense of other types of meat (contrary to what you might think, pigs are slaughtered only for major occasions) and the lack of reliable refrigeration.

"Still, let's concede one point to Theroux," sums up Adams. "Does Spam taste corpsy? Of course it tastes corpsy — it's meat. We're just arguing about the identity of the deceased."

Into thin air.

Here's one for you: What is the highest sailing venue (and yacht club) in the continental U.S? Answer at the end of 'Lips. Hint: It's not Lake Tahoe.

The years of living dangerously.

According to an article in the May/April 1998 *Pacific Tides*, the bimonthly magazine of the Coast Guard's four western districts, crab fishing in the Bering Sea is one of the most dangerous occupations in the United States.

"From 1987 to 1992, an average of 35 fishermen each year were killed while fishing," notes the article. "Also since 1987, 415 commercial fishing boats have been lost at sea in Alaska alone." Those statistics show an average death rate nearly 100 times higher than the national average. The good news is that, since 1993, the death toll has dropped to about 15 deaths a year. And, since 1991, the Coast Guard has 742 commercial fishermen from sinking ships and the Bering Sea's 35-degree water. The Coasties and fishermen are working together on programs to shift the odds even more in their favor.

Love boat takes a dump.

Royal Caribbean Cruises admitted in early June to routinely dumping tons of oil-soaked bilge water into Caribbean waters over the last several years. In a pre-trial settlement, they agreed to pay \$9 million, the biggest fine ever assessed against a cruise ship operator. The dumping has apparently been going on since at least the early '90s, with RCC ships keeping phony log books and operating elaborate bypass plumbing. Prosecutors declined to say exactly how much oily waste was dumped by Royal Caribbean ships, but quoted estimates that 80% of the oil pollution of the world's seas was caused by such routine actions by ships of all sorts.

Cuba story.

In the last few years, yachties of all flags have been staging a veritable invasion of Cuba. But few have a mission like Jim Montgomery, who departed his homeport of Gulfport, Mississippi, on May 3, bound, via Key West, for Havana on his

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LOOSE LIPS

schooner *Free Spirit*.

While in the Keys, Jim read in a local newspaper that a 10-year-old girl in Havana had been seriously burned in a propane explosion that killed her mother. Little Rosanna urgently needed reconstructive surgery, but the necessary medical supplies weren't available. Rosanna's father had appealed for help to a Key West news reporter, who had organized a drive and collected everything that was needed. There was just one problem: there was no way to get the supplies there.

You can guess the rest. Jim got hold of the reporter, loaded the supplies aboard *Free Spirit* and took off south. With the help of some friends and other contacts, he took the supplies by cab to the Havana slums, lugged the two boxes up four flights of stairs and handed them to Rosanna's surprised father.

The mission was not without its risks. Jim decided not to declare the boxes when he entered the country, for fear they would not get to Rosanna. But when Customs officials saw him loading the boxes into the cab, things got pretty sticky for a while. A kind official, upon hearing the story, let him go.

Jim, our hat's off to you. If you happen to read this, drop us your address. We'd love to send you a T-shirt.

Joke from cyberspace.

Two men were adrift in a life boat following a dramatic escape from a burning freight vessel. While rummaging through the boat's provisions, one of the men stumbled across an old lamp. Hoping that a genie would appear, he rubbed the lamp vigorously. To the amazement of the castaways, one did come forth in a cloud of smoke.

This particular genie, however, stated that he could deliver only deliver one wish, not the standard three. Without giving much thought to the matter, one guy blurted out, "Make the entire ocean into beer!"

The genie clapped his hands and the entire sea turned into the finest brew ever sampled by mortals. Simultaneously, the genie vanished to freedom. Only the gentle lapping of beer on the hull broke the stillness as the two men considered their circumstances. The man who had not gotten to wish looked disgustedly at his companion. "Nice going!" he said. "Now we're going to have to pee in the boat."

Rocky Mountain High.

In answer to a question posed earlier in this column, the highest sailing venue in the continental 48 states is Lake Dillon, who surface lies 9,100 feet above sea level in the Rocky Mountains of Colorado. The Lake Dillon Yacht Club is also the highest yacht club in the country.

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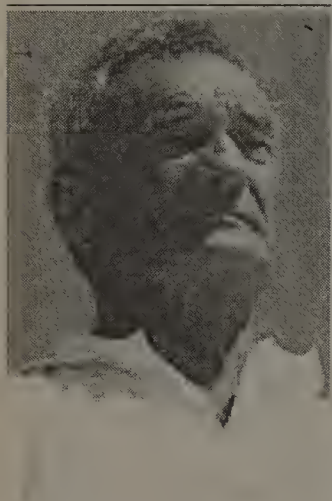
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SIGHTINGS

eric tabarly lost at sea

Famed French sailor Eric Tabarly perished last month after falling off his vintage yacht. The accident occurred on Friday, June 12, as the 66-year-old Tabarly and a crew of four were sailing his 100-year-old



Eric Tabarly

gaffer *Pen Duick* to Fairlie, Scotland, for a rendezvous and celebration of William Fife yachts. According to the crew, at 11:30 p.m., in heavy going about 40 miles off Milford Haven, southwest Wales, Tabarly and the crew were getting the main off the old boat in preparation for raising a storm sail when *Pen Duick* took a roll and Tabarly was knocked overboard by the gaff.

In an emotional press conference, his crew — three men and one woman ranging in age from 51 to 63 — said they threw flotation, returned under power as quickly as possible to the area, shot off flares and radioed for help "until the batteries failed." For whatever reason, however, official rescue agencies were not alerted until seven hours later. At that point, the Regional Sea Rescue Service of Brittany and an RAF helicopter joined the search, which lasted through the day. No trace of the veteran sailor was found.

Pen Duick has been in the Tabarly family a long time. Tabarly's father reportedly bought it seven years after little Eric was born on July 24, 1931. Eric bought the boat from Dad with money he'd saved from his military service. But it was a series of successors to this first boat — almost all of which retained the *Pen Duick* moniker (for a small sea bird common on Brittany) — on which Tabarly gained enduring fame.

Tabarly first came to international note in 1964 when he sailed the 45-ft hard-chine ketch *Pen Duick II* to victory in that year's OSTAR (Observer Singlehanded Trans-Atlantic Race) over such legendary competitors as Blondie Hasler and Sir Francis Chichester. The latter rightly considered Tabarly as the dark horse. At one point during the race, Sir Francis noted, "I think I can hear him galloping through the night."

Setting a precedent which continues today, the victory in this prestigious race made Tabarly a national hero, France's first sailing superstar. Further exploits only served to enhance the fame. Future boats, all innovative designs for their time, ranged from a rule-beating wishbone ketch to a 67-ft schooner-rigged aluminum trimaran to a globe-girdling ketch with spent uranium in the keel. One of Tabarly's most harrowing experiences occurred on the trimaran. Thirty-six hours into the start of the '68 OSTAR, he was down below making tea when *Pen Duick IV* sailed into the side of a freighter at 15 knots. Tabarly wasn't seriously injured, but the boat was. He never sailed her much after that, although under Alain Colas the boat won the '72 OSTAR. Tabarly didn't compete in the Trans-Atlantic that year, as he was busy winning the Tahiti Race on the wishbone ketch, *Pen Duick III*.

Tabarly's globe-girdling career occasionally found him in West Coast waters. In 1969, he started the first (and only) 'TransPac to Japan' Race on *Pen Duick V*. In winning that race over four other competitors, he set a record of 39 days and change that stood for 25 years. In 1972, aboard *PD III*, he won the Tahiti Race — then billed as 'the longest regularly scheduled race in the world' — a 3,570-miler that started in San Pedro.

In 1973, Tabarly was on the starting line of the first Whitbread Round the World Race with yet another *Pen Duick*. *PD VI*, a black aluminum ketch, featured titanium rigging above decks and a spent uranium keel (which is denser than lead, so you need less, ergo less wetted area). Although the boat was fast, two dismastings in the first three legs caused Tabarly and his crew to retire from the race. Tabarly and the boat vindicated themselves by winning the '76 OSTAR. In 1977, he brought the same boat back for a second go at the Whitbread, but was disqualified in the penultimate leg for that keel. (After the first

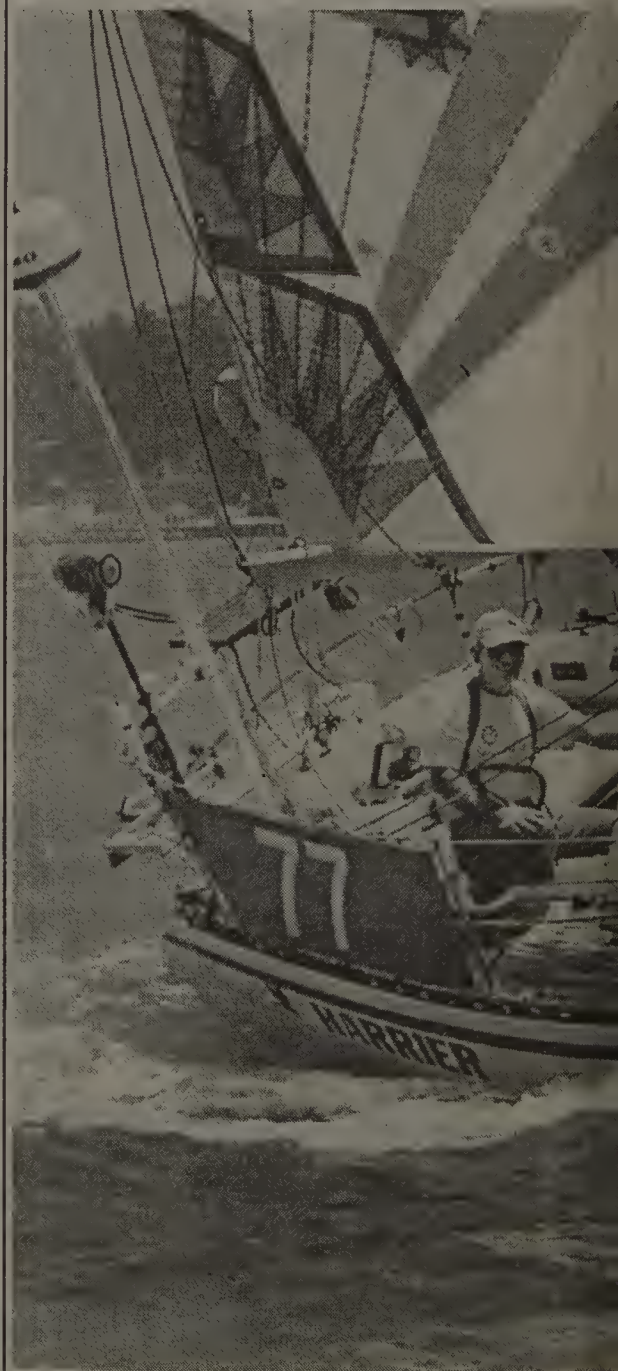
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a little bit

The news is full of 'freak accidents'. What we bring you now are 'freak saves.' There were two of them recently.

The first occurred on May 23, near the Berkeley Pier. OCSC sailing instructor Sandy MacLeod was having her students practice man overboard recovery about a half-mile offshore. She tossed an empty orange juice jug overboard, and noted that they did all the right things: fell off to a beam reach, appointed a spotter and so on. But as the two men and one woman turned back to make the pickup, one of them asked, "Which do you want me to pick up, the container or the person?"

Sandy looked and there, about ten yards from her 'dummy', was a guy swimming. And he didn't look good. When they came within talking distance, he waved



of luck

weakly and said, "Help me, I'm drowning."

Sandy focused all her training as both a sailing instructor and former emergency room nurse. She could tell the man, clad only in swimming trunks, was starting to be 'out of it', and that whatever she and the novice crew were going to do, they had to do it fast.

"We threw the horseshoe at him and he had the strength to get an arm through it," says Sandy. The sailors were then able to get the 50-ish man around to the back of the boat where they put a ladder over. At that point, though, the man was barely coherent. He was moaning and his head was starting to roll around.

"He was kind of a big guy. I told him,

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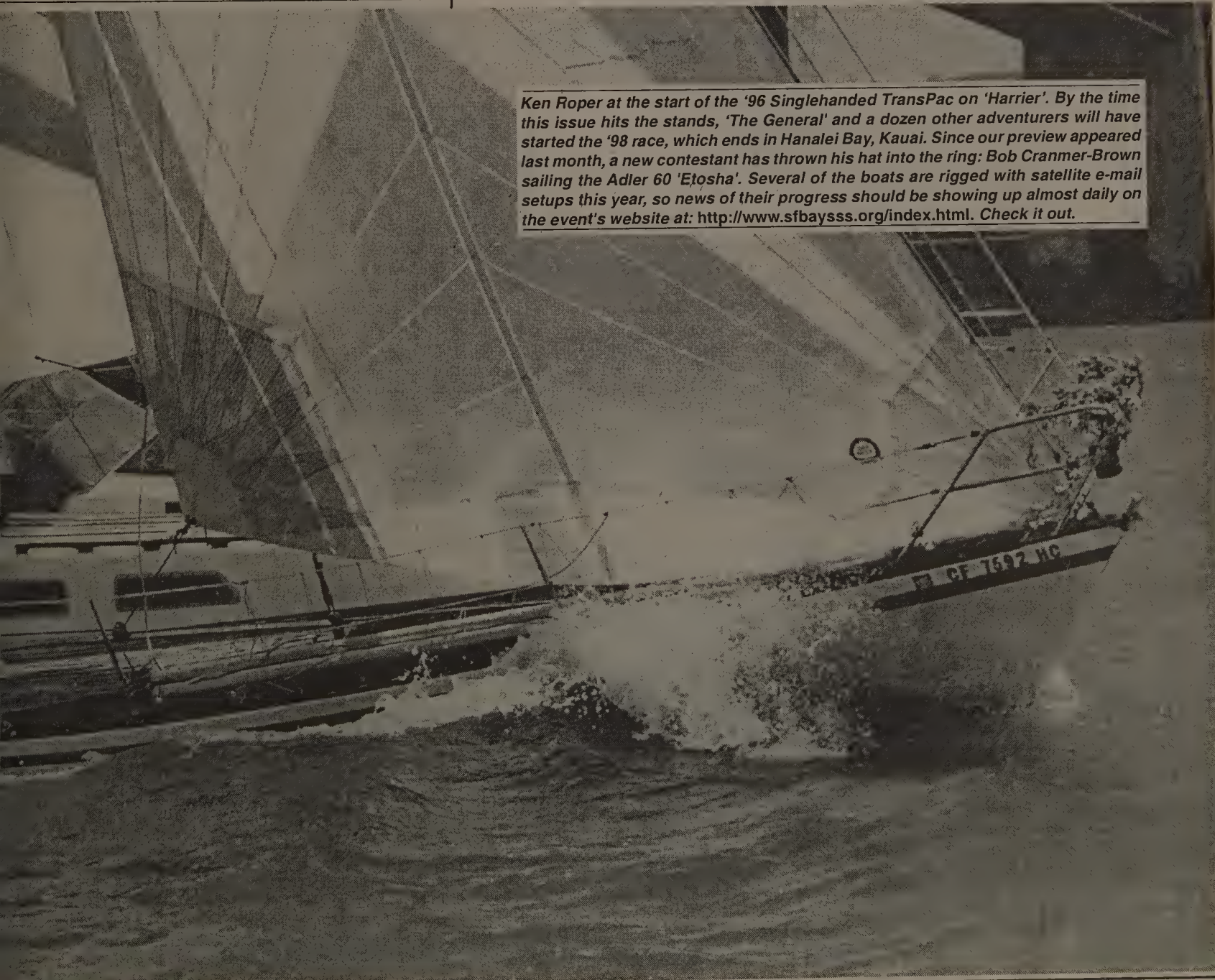
tabarly — cont'd

Whitbread, the governing body banned "any material from a yacht's keel which exceeded the density of lead.") Tabarly reportedly accepted this news with courtesy. He also accepted the invitation to sail the last leg, taking an unofficial second.

In 1979, Tabarly worked with French designer Alain De Bergh on another trimaran, this one named *Paul Ricard*. The boat featured outboard foils which allowed the amas to 'fly' while the main hull stayed in the water. In 1980, *Paul Ricard* became the first sailboat to beat sailing's most legendary record, the 12-day west-east Atlantic crossing set in 1905 by the three-masted schooner *Atlantic*. Tabarly and his half-hydrofoil shaved two days off the mark.

There were many other victories and many other stories of the man who himself became a living legend. Although not as active on the world court in the '80s and '90s, Tabarly never stopped sailing. His last victory was as co-helmsman with Yves Parlier on the Open 60 *Aquitaine Innovations* when it won the TransAt Jacques Vabre, a 5,000-mile jaunt from Le Havre, France to Cartagena, Colombia, last October.

continued on outside column of next sightings page



Ken Roper at the start of the '96 Singlehanded TransPac on 'Harrier'. By the time this issue hits the stands, 'The General' and a dozen other adventurers will have started the '98 race, which ends in Hanalei Bay, Kauai. Since our preview appeared last month, a new contestant has thrown his hat into the ring: Bob Cranmer-Brown sailing the Adler 60 'Etoasha'. Several of the boats are rigged with satellite e-mail setups this year, so news of their progress should be showing up almost daily on the event's website at: <http://www.sfbaysss.org/index.html>. Check it out.

SIGHTINGS

tabarly — cont'd

Eric Tabarly left this world the same way he travelled most of it: sailing a hard-charging boat and with minimal attention to personal safety. He wore neither a lifejacket, EPIRB nor personal strobe. Said his brother Patrick, "It was his style of life that he liked, and he died in full form."

Per the wishes of his widow, a substitute crew delivered *Pen Duick* to the Fife rendezvous. (Tabarly's crew were too distraught to continue.) A week after his disappearance, the man considered by some to be the world's greatest sailor was remembered in a public ceremony at Lanevot Naval School where he had been an engineer. He was also celebrated in a moment of silence at the National Assembly (France's Congress) and in tributes from French President Jacques Chirac, Prime Minister Lionel Jospin — and the many generations of sailors he touched around the world. Long may they hear the proud Frenchman galloping through the night.

around alone

With only a few months left before the September 26 start of Around Alone — the singlehanded around-the-world race formerly known as the BOC — it's getting time to separate the men from the boys. The 'men', in this case, are those who complete the 2,000-mile offshore

continued on outside column of next sightings page

luck

'You have to put your foot on the ladder. You have to climb up.' As soon as he started coming up, the two guys were able to reach over and muscle him up the rest of the way."

One of the crew had called ahead on the radio, and within minutes of their arrival at the Berkeley Marina, an ambulance arrived to take the swimmer away.

What was he doing in the water so far from land with no thermal protection? "We believe the victim was protesting the 'bio mass' on the Bay Bridge and decided to swim from Berkeley to San Francisco," says fellow OCSC instructor Diane Murray. "Another couple of minutes and there would have been another statistic."

On the afternoon of June 10, Desmond Fox was driving around with his father when he spotted a kayaker in trouble. He pointed him out to his dad, Stuart, who pulled over to a vantage point on the San Francisco headlands to get a better look.



— cont'd

"The guy was near the red nun buoy off the South Tower, paddling right into a big ebb," says Stuart, a yacht broker at City Yachts in San Francisco's Gas House Cove. "All he had to do was go toward shore to get out of the current and he'd be okay."

Apparently, the paddler didn't know that. As Stuart watched, the kayaker got increasingly tired as he drifted relentlessly seaward. Fox finally called the Coast Guard on his cell phone. "I told them it might be a wild goose chase, but there's a guy that's caught in the ebb and going out." As he waited and watched, the kayaker stopped paddling. Though he was now pretty far away, Stuart also thought he saw the kayaker roll out of his boat.

Within minutes, a Coast Guard rescue boat and two helicopters were homing in on the area. Stuart 'talked them in' to the kayaker by cellphone. By this time, the kayaker had drifted out almost to Mile

continued middle of next sightings page



BILLY BLACK

around alone — cont'd

qualifying passage.

At this writing, 8 of an all-time high 39 entrants had completed their qualifiers, including the only west coast coast competitor, Brad Van Liew of Marina del Rey. Van Liew sailed his Class II 50-footer *California Challenge* to Honolulu and back in June.

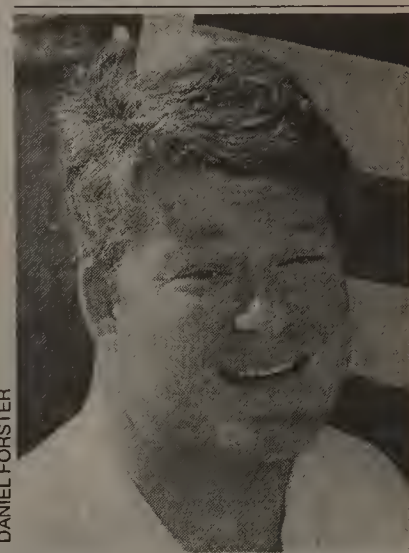
The other 38 competitors hail from 13 different nations. Among the who's who of well-known sailing talent are BOC veterans Isabelle Autissier (once again the only woman entry) and Italy's Giovanni Soldini, who took second in class in the '94-'95 race aboard a boat built by drug addicts. And then there's British ironman Mike Golding. Around Alone should be a piece of cake for this guy. He's sailed two British Steel challenges (crewed upwind around the world), and solo'd one of the British Steel 60-footers around the world — also upwind!

Besides Van Liew, there are 10 other American entries. Two are entered in Class I (60-footers), Robert Griffin of Santa Monica and Doug Hoffman of Michigan. Among many newcomers in Class II (50 feet) are returning veterans Paul Thackaberry on *Volcano* and Robin Davie aboard *South Carolina*. Fans of the former BOC will recognize Davie as a two-time *British* veteran. But last time, he met a nice lady in Charleston before the start and returned there after the race to be with her. So this time he's an American entry.

Charleston, South Carolina, is once again the site of the start and finish. They did an outstanding job as hosts of the '94-'95 BOC, and assure all concerned that this time around, things will be even better. Other hosting cities, Cape Town, Sydney, Auckland (a first-time stop), and Punte del Este, Uruguay, have all promised to put on good shows, too.

The world will definitely be watching, in probably greater numbers than ever before. As with the '94-'95 race, ESPN will devote regular programming to the eight-month, 27,000-mile race. New this time is coverage by Quokka Sports, the San Francisco-based internet sports marketer that brought such fabulous coverage of the Whitbread to the world wide web. In all, that recently completed race generated more than 700 million hits on Quokka's website. Around Alone is anticipated to do a similar turnover. Still under construction, the website — www.aroundalone.com — should be up and running by July 5 for the start of Atlantic Alone. Most European competitors are likely to participate in this feeder race, as it satisfies their offshore qualifying sail. Atlantic Alone starts in Falmouth, England, and ends in Charleston.

We'll be bringing you regular updates on Around Alone in upcoming issues. Until then, check out the race's website and your local ESPN listings.



DANIEL FORSTER

At 30, Brad Van Liew is one of Around Alone's youngest competitors.

endangered, but not extinct

Young sailors just entering the sport must find it difficult to fathom a time when adventurers crossed oceans without the aid of satellite fixes and electronic helmsmen. But as Singlehanded TransPac competitor John Guzzwell can attest, those days were not so very long ago.

During the past 40 years, thousands of sailors have savored Guzzwell's classic book, *Trekka Round the World*, which recounts his adventures during four years of world voyaging in the late '50s aboard *Trekka*, his tiny, home-built yawl.

John's wife, Dorothy, recalls, "When we first met 17 years ago, people said to me he didn't really sail his boat around the world, he just wore

continued on outside column of next sightings page

guzzwell — cont'd

it around the world. Measuring only 20' 6" in length and 6' 5" in beam, she was definitely 'cozy', but *Trekka* got John down the Pacific Coast to San Francisco through two ferocious gales, then out to Hawaii.

Although he'd been sailing since childhood, by his own admission, Guzzwell was not a super sailor when, at age 25, he set sail from Victoria, B.C. in September of 1955. But what he lacked in experience, he made up for in wanderlust and enthusiasm. "I knew how to sail. But my previous experience was totally unrelated to what I asked the boat and myself to do later in the voyage. On the way to New Zealand it was just a matter of seeing whether or not I could make it to the next port."

In New Zealand, he met Miles and Beryl Smeeton, true pioneers of ocean cruising. He stored *Trekka* and joined them for a trip across the Southern Ocean to Cape Horn aboard their 46-ft ketch *Tzu Hang*. Before reaching the Cape, however, the boat was pitchpoled in the Roaring Fifties. She limped her way to the Chilean coast under jury rig. After repairs, she set off again and was rolled a second time.

Talk about on-the-job training! With heightened confidence due to the experience he'd gained, John returned to New Zealand and continued his own circumnavigation.

"It was so different from cruising today," he explains. "I was using cotton sails and manila line. I'd been taught celestial navigation by my dad, but it was dependent on knowing accurate time. The one 'high tech' piece of equipment I had was a Zenith Transoceanic portable radio which used eight flashlight batteries. That was state-of-the-art electronics in those days. With it you could get time ticks around the world."

"I bought a set of foul weather gear in New Zealand. It was made for farmers — called a tractor suit. Now everybody has the latest space-age stuff when they go; you can watch a video and learn a new subject in just a few minutes. Back then, you learned by bitter experience. Some things worked and some things didn't."

Neither autopilots nor windwave steering gear had been invented back in the '50s. Hand steering was the name of the game, but early cruisers like Guzzwell were not without their innovations: "You can make just about any boat sail to weather okay by just lashing off the tiller. Going dead downwind I used the system developed by a Frenchman: basically twin staysails with the sheets led through quarter blocks to the tiller."

Crossing oceans 'the old-fashioned way' was in many ways more difficult in decades past, but each accomplishment was also more special. The considerable challenges of sailing in the pre-electronic age kept all but the most daring from venturing offshore. "When I crossed the Indian Ocean it was a record year. In Durban, South Africa, they said, 'Gosh, seven boats came across this year. Last year the only one was Irving Johnson in *Yankee*.'"

Guzzwell returned to Victoria in '59 to a hero's welcome, four years to the day after leaving. Unbeknownst to him at the time, he'd set a world record for the smallest boat to circumnavigate. Since then he's kept a relatively low profile, while establishing himself as a master shipwright. Over the years he's been involved in a variety of building projects ranging from tall ships to megayachts. In 1968 he launched his own 40-ft cutter *Treasure*, which, like *Trekka* was designed by Laurent Giles. She served him well on many long-distance voyages including the Pan Pacific Yacht Race from L.A. to Osaka in '94. He lives aboard her still in Seattle.

This month, however, Guzzwell is racing to Hawaii (in the Singlehanded TransPac) aboard his latest creation, *Endangered Species*, a cold-molded 30-footer that was inspired by the BOC Open 60 design. Like *Trekka* — which was way ahead of her time design-wise — this boat is lightweight, streamlined and meant to sail fast, yet comfortably. She employs water ballast, flies asymmetrical spinnakers from a telescoping bowsprit (wooden, of course) and her 10'1" beam is carried all the way aft, creating a roomy, self-bailing cockpit. Her hull is constructed from four layers of 1/8" spruce, stapled and laid up in

continued on outside column of next sightings page

luck

Rock.

The rescue, which occurred at 4:30 p.m., didn't come a minute too soon. The unidentified kayaker was hypothermic and unconscious when the Coasties pulled him and his boat out of the water. Fortunately, he was wearing a lifejacket. He was treated at Kaiser Hospital in Terra Linda and released. "I definitely have a lot of appreciation for how quickly and efficiently the Coast Guard handled the situation," notes Stuart.



Above, Guzzwell aboard 'Trekka' in the late '50s. Spread, aboard the beautiful, cold-molded 'Endangered Species.'

— cont'd

The hero of the drama slept through most of it. Desmond Fox is only 8 months old. "Babies just notice flashy things and I think he just saw the flash from the kayaker's paddle," says Stuart.

Of course, that was the whole point of the exercise. Des was pretty wound up after a day on the boat, so the elder Fox was taking him for a ride to calm him down. "The thing is, I never go up there," says Stuart. "I guess it's a good thing we did that day."

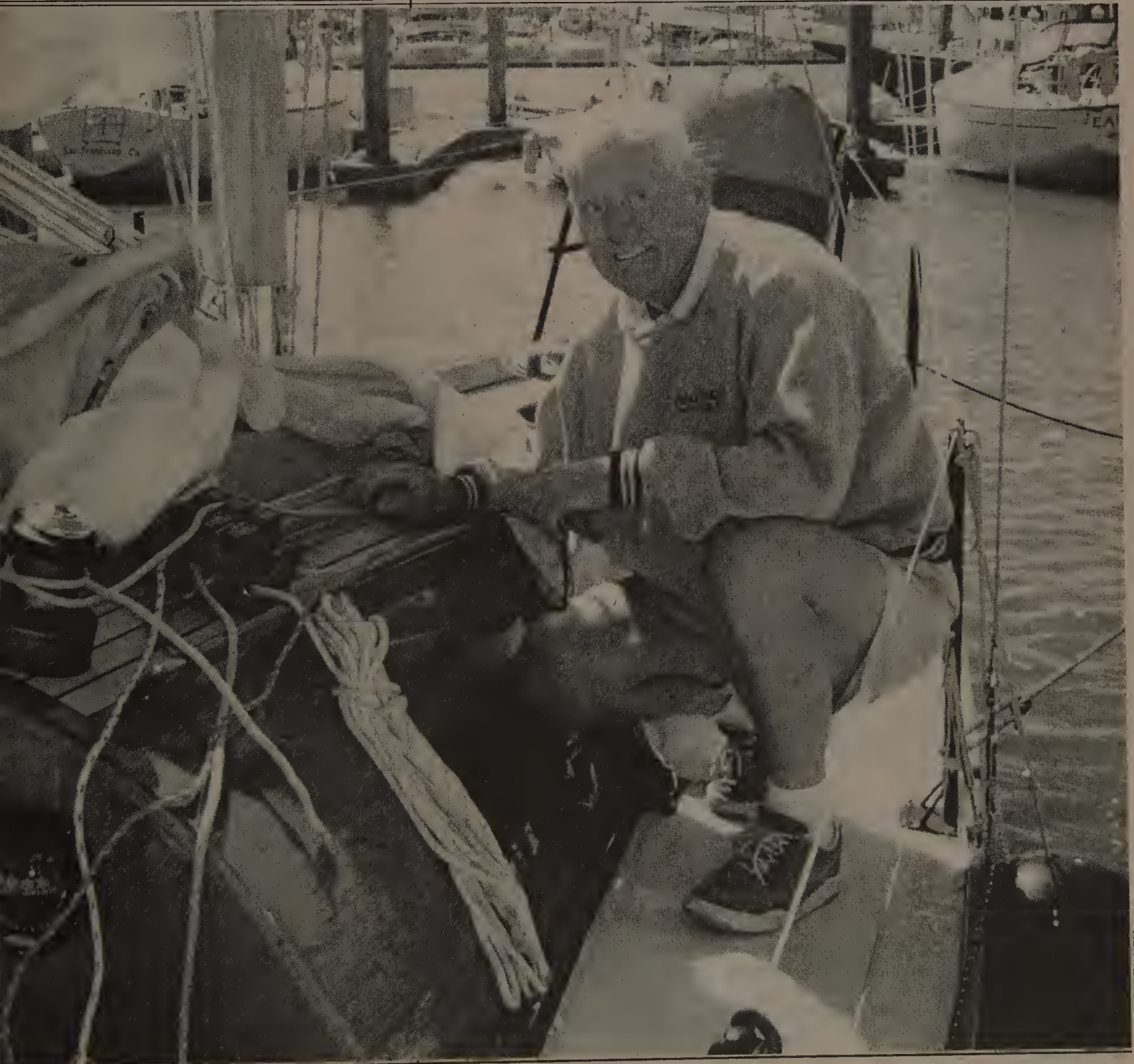
guzzwell — cont'd

alternating diagonals and an outer layer of teak run fore and aft. Her cabintop is also teak laminate, while her hollow 48-foot mast is constructed of laminated spruce, stiffened by four 1/2" x 1/8" carbon-fibre splines. Her foil-shaped keel gives *Endangered Species* a draft of 7 feet; her helm is assisted by a windvane steering device.

"Of all the projects I've worked on," says Guzzwell, "I've had the most fun out of building this particular boat. For the first time I got to build something that was truly my own. I drew the lines myself, I worked out all the details, and I did it in a very unconventional manner."

"The hot shots today all design on their computers. I have no idea how to do that. But there's a lot of guys like myself that have a real

continued on outside column of next sightings page



LATITUDE/ANDY

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SIGHTINGS

guzzwell — cont'd

sense of proportion, a feel for shape, and that sort of thing. One of the things I find rather satisfying is how many people come down and admire the boat just for the appearance — it's not just the wood, but the general shape that attracts them."

From stem to stern *Endangered Species* exhibits the fine craftsmanship and attention to detail that's been a hallmark of all of Guzzwell's handiwork. When berthed at a typical marina, she stands out like a Steinway in a showroom full of Yamahas.

It would be difficult to place odds on how well *Endangered Species* will fare against her Solo TransPac competition, but being the gentle soul that he is, Guzzwell seems much less concerned with trophies than with "just going for a nice sail." At age 68, he is again a source of inspiration to the sailing folks who've been lucky enough to cross his path, just as he was four decades ago when his passion for adventure led him around the world alone.

a matter

We've received a lot of mail since running a story on David Clark in our May issue. David, you may recall, was considering going for a sailing record — that of the world's oldest solo circumnavigator.

Letters from readers informed us that there have been — and continue to be — solo sailors out there a lot older than Clark's 74 years. There are even claims some of them have done two or three circumnavigations. All well and good, but you won't find any of them in the record books. In fact, when Clark contacted *Guinness* in 1992 to inquire about such a record, he was told that there was no



of record

category for oldest because "it was too had to monitor." Therefore, when Clark made his first attempt at the record in 1993, he had Customs officers in each port sign affidavits confirming that he arrived and left alone. Unfortunately, as you may remember, his first attempt came to an end when his boat foundered in a storm in the Indian Ocean.

Now Clark is gearing up for another try, this time aboard a 44-ft steel Charles Whitholz design he found neglected in the corner of an Alameda boatyard two years ago. We'll let him bring you up to date on

continued middle of next sightings page

commodore's crow's nest

There are lots of ways to go up a mast, and lots of ways to get work done while you're up there. Among the cleverest on both accounts were methods used recently by Warwick 'Commodore' Tompkins, boat captain of the Sausalito-based SC 52 *Vitesse*.

But first we should tell those of you who don't know, that the ageless Commodore has pretty much been there and done that in all facets of sailing from square riggers (he rounded the Horn at age 4 with his father Warwick, Sr., aboard the German pilot schooner *Wanderbird*) to the highest levels of grand prix racing. When we say Commodore has forgotten more about sailing than most of us will ever know, we're not trying to be cute, only truthful.

Anyway, the gizmo in the photo is what first attracted our attention. For lack of a better name, we'll call it a portable crow's nest.

"It's hard to work at the masthead from a bosun's chair," notes Commodore matter of factly. "So I built this."

Commodore's crow's nest consists of nothing more than a circle of plywood cut to go around the mast, shrouds and headstay. It's tied off at the masthead by light line strung through the holes around the rim. Tompkins says you can adjust the thing to sit at any comfortable height below the masthead.

The crow's nest allows its user to vacate the confining and often uncomfortable bosun's chair, and really be able to get at what he or she is doing. With an eye to safety, of course. Commodore always straps himself onto the rig as soon as he's in position. "When you're going to be working up there for hours at a time, this platform makes life much easier."

Commodore also acts as his own elevator. No need for burly grinders tending winches below for this resourceful sailor. Tompkins simply uses a five-part tackle to hoist himself up and down. (If he can talk gullible photographers into helping, all the better.) He simply hoists the block on one end of the tackle to the masthead on a halyard, and clips the other block to the bosun's chair. The multi-part tackle makes hoisting easy.

"I started out using a standard dacron half-inch braid, which is easy to get your hands around," says Tompkins. "But it was really heavy. The last time I was in Britain, I found this great 3/8-inch braided nylon anchor rode that had a much nicer 'hand' to it. It was also lighter. So I bought 600 feet of it and that's what I use now."

For anyone interested in setting up a similar arrangement — "Every boat owner should have one," notes Tompkins — it would be as simple as cutting a length of line a bit more than five times the mast height. Since Commodore still works around a variety of boats, "I just keep a bucket full of line, so I always have enough."



Commodore's crow's nest allows unlimited mobility at the masthead.

LATITUDE/JR

go sailing!

Sail America and the Leukemia Society have teamed up to sponsor a special event across the country this July 25-26. Through hundreds of participating dealers and sponsors, the "Go Sailing" program seeks to introduce thousands of neophytes to the wonders of sailing. The scheduled one-hour sailboat rides are free, although a suggested donation of \$10 per person will go assist the Leukemia Society in their important work. (The Leukemia Society has long been a supporter of sailing and sponsors several Leukemia Cup races around the country.)

"The Go Sailing! program is a promising investment in the future of sailing," said Sail America president Randy Repass. "We are very excited about the potential it offers to introduce many people to the attributes of the sailing lifestyle, and provide them with the opportunity to experience it firsthand in a fun, relaxed atmosphere."

If you have friends who are always bugging you about going sailing, or just curious about our sport, this is the perfect opportunity to get them out on the water. And the 'old salt' police are going to be off-duty those days, so if you want to accompany those friends on their first Bay sail, by all means do so. If they like it, and want to learn more, our advice is to direct them to one of the sailing schools listed below or in our advertising index. There's no better way to 'learn the ropes' the right way, the first time.

At presstime, the following Northern California businesses were taking part in Go Sailing! Call the one nearest you for specific information. If you're reading this somewhere else in America, call Sail America at (800) 817-SAIL for the Go Sailing! location near you.

Adventure Cat Sailing Charters (Napa, SF), (415) 777-1630

Club Nautique (Alameda), (510) 865-4700

Club Nautique (Sausalito), (415) 332-8001

OCSC San Francisco Bay (Berkeley), (510) 843-4200

Pacific Yachting and Sailing (Santa Cruz), (408) 423-7245

Passage Yachts (Point Richmond), (510) 236-2633

Spinnaker Sailing San Francisco (San Francisco), (415) 543-7333

Tradewinds Sailing School (Point Richmond), (510) 232-7999

deliverance — no matter what

Postal workers aren't the only ones undeterred from their appointed rounds by rain or snow or dark of night. More often than not, delivery skippers also have to complete their assignments 'no matter what.' But when the 'what' becomes broken down engines and your delivery is a motorboat, well, what the heck do you do then? Part-time delivery skipper Jim Warner of San Diego was faced with just such a dilemma in May. Here's how he handled the bottom half of a delivery from San Diego to Mazatlan.

As I arrived in Turtle Bay after the 360-mile run from San Diego, the port engine lost compression. After a few days of tinkering and consulting, everyone agreed that the engine was dead and that major repairs were needed. It was clear I had three options to complete my mission:

1) Put Phase III on a trailer and tow it to Mazatlan. There were a few problems with this one. For one thing, it was 110 miles on a dirt road from Turtle Bay just to get to the main highway. For another, once you added up the truck, trailer and *mordida*, it came to \$2,500.

2) Run back and forth to San Diego to collect all the tools and parts needed to repair the engine. After sitting down and figuring this out, I realized I'd have to negotiate those 110 miles of dirt road — plus the 500 miles north to San Diego — at least six times. Then, even if my attempt to rebuild a sour engine was successful, I still had to hope nothing else broke in the remaining 800 miles to Mazatlan. Cost: 'No Say'. Verdict: Yuck!

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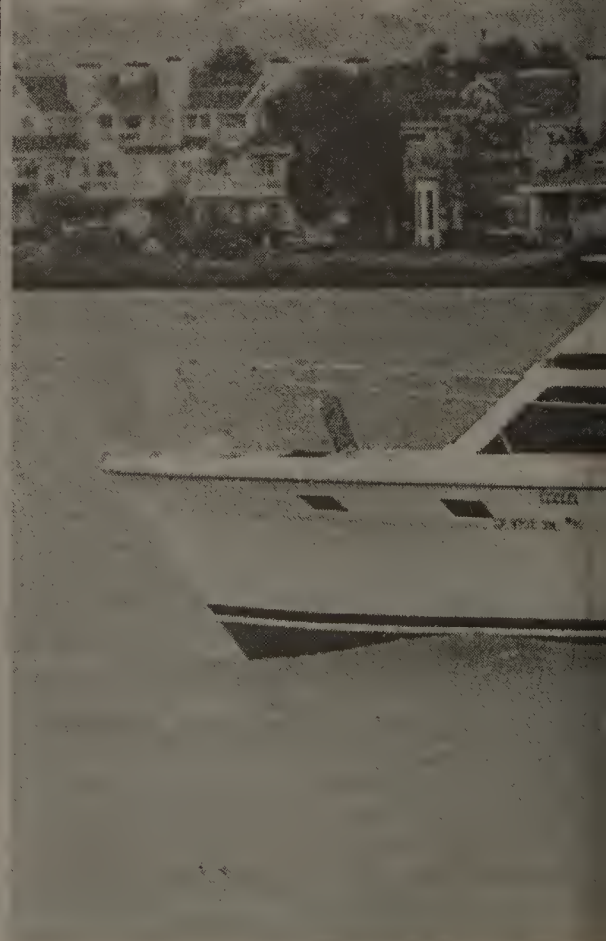
busy day

the rest of the plan.

Over the past year, I've been asked many times if I was going to try for a world record again. Up until recently, I wasn't sure. Then I spoke to Talbot Pratt of Raytheon about an autopilot. Essentially, he said that if I would make the effort to establish the world's oldest solo circumnavigator record, Raytheon would back me with donations of an autopilot and radar. So I've made the commitment. And not only will I make the effort, but I'll succeed.

The World Sailing Speed Record Council sets the following 'rules' for a circumnavigation: the vessel must start and return to the same point, must cross all meridians of longitude and must cross the Equator. It may cross some, but not all, meridians more than once. The vessel must cover at least 21,600 nautical miles in the course of the circumnavigation.

Stuff happens to the best of us. These experienced racers broached during the Ditch Run and wound up against this fishing boat. It's a windy year out there — sail with care.



— cont'd

I'll start from Florida and stop in eight ports: Jamaica, Panama, Tahiti, Pago Pago, Australia, Mauritius and Durban/Cape Town. I'll be writing for several publications along the way, and at each of these ports, I'll forward the latest updates to my publicity manager (and wife) Lynda.

I will begin in earnest getting Mollie Milár ready starting July 1. Between August 15 and September 1, I should have her ready for serious sea trials. If everything checks out, I'll be taking one crewman with me to Fort Lauderdale. I would hope to be there about the first of November. My crew will fly home and I'll officially begin the solo quest shortly thereafter.

I'd like to thank all my sponsors and supporters for their help so far. You'll be hearing from me.

— david clark

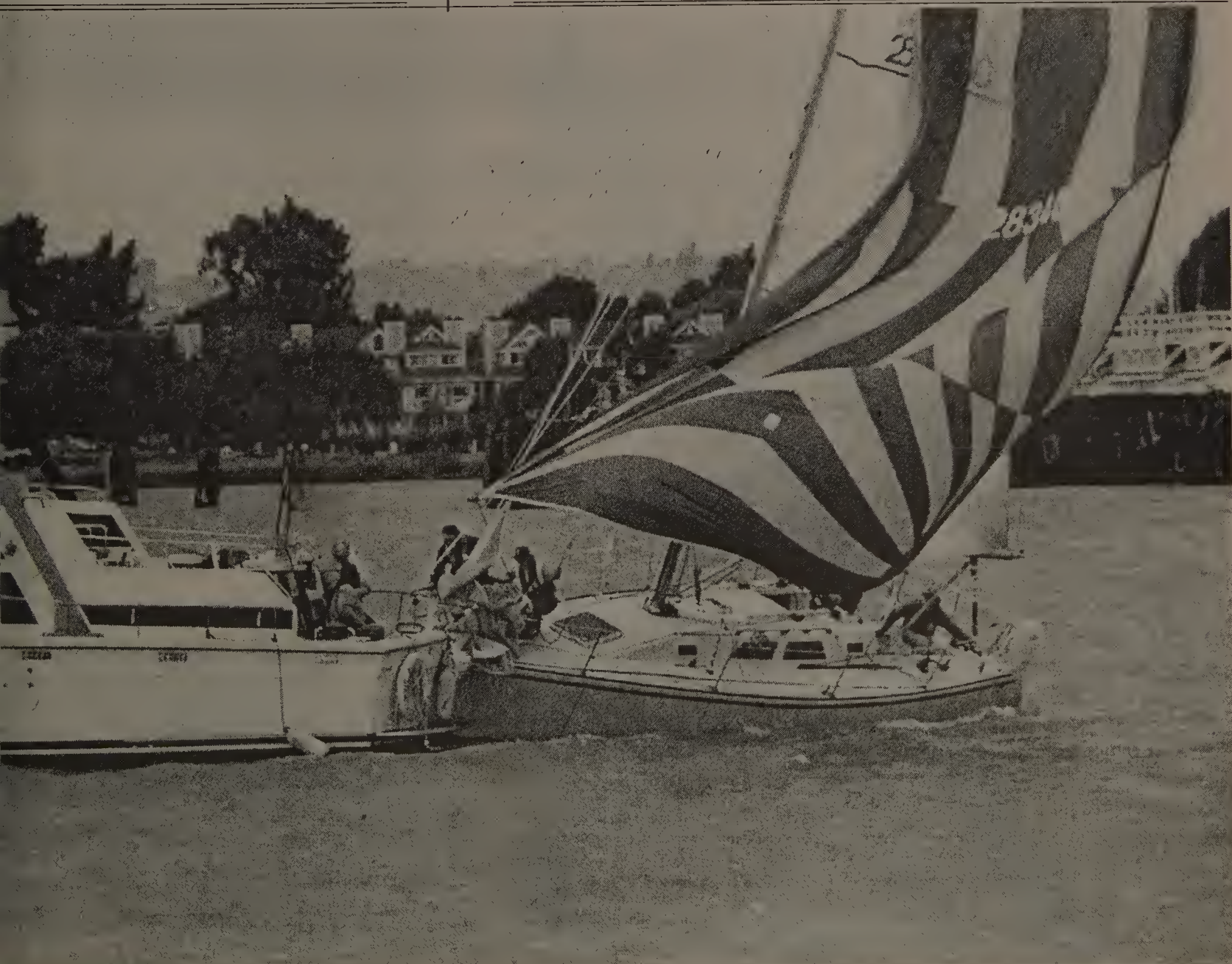
deliverance — cont'd

3) Hang out in Turtle Bay until May 15, a couple of weeks away. That's when the fishing season would end, and all the shrimp boats in the area would return to their homeport of Mazatlan. I was told it was possible to get a tow from one of them. Cost: About \$1,000 for the captain, and "gifts" for those in Turtle Bay who would introduce me to the captain. More *mordida*. Verdict: If it's possible and a captain is willing, it's my best bet to get *Phase III* to where she's going.

Soon after, I learned of a shrimp boat crew who would definitely like an extra \$1,000 in their pockets. The captain thought the tow would work fine and I agreed. I paid him a \$100 deposit, and that's the last I ever saw of him. The boat never returned to Turtle Bay.

By May 10, I was starting to get concerned that I might not be able to pull this off. Then, on May 12, I met with the captain of another shrimper that was in Turtle Bay for supplies. He also agreed to the arrangement. This time, the *Capitan* and his *campañeros* came through. I enjoyed their professionalism for four days, and happily endured getting my ears chewed on every night by the little puppies they'd shanghaied from Isla Cedros. My thanks to the captain and crew of *Miriam III*, and the owner of *Phase III*, who paid his bills and helped write another chapter in the continuing book of mariners helping each other.

— jim warner



LATITUDE/RICHARD

SIGHTINGS

father's day regatta

We weren't there and we don't know who won, but we liked the Martinez YC's idea for their June 21 Father's Day Fun Race — especially the handicapping system — so much that we wanted to let you in on it, too. Here are the 10 rules:

1. Boats will be handicapped by the Race Committee according to PHRF ratings, hull, trim and sail color coordination, nautical attire, general attractiveness of the crew, and the judges' personal whim.
2. Fathers may not be thrown overboard. Wives and children may.
3. For fishing during the race, subtract 9 seconds per mile from your time. If you catch anything, subtract another 9 seconds. If you can get your wife to clean it, subtract 15 seconds more.

continued on outside column of next sightings page

national clean

July 11-19 marks the return of National Clean Boating Week, a nationwide campaign to focus attention on good boating practices and clean water. It must be working, too, because last time we cleaned our own boat's bottom, we didn't develop *any* staph infections.

Seriously, there are lots of nasty health threats associated with polluted water, so don't do it. Our perception is that sailors lead the way in clean boating, and we urge all our readers to keep up the good work.

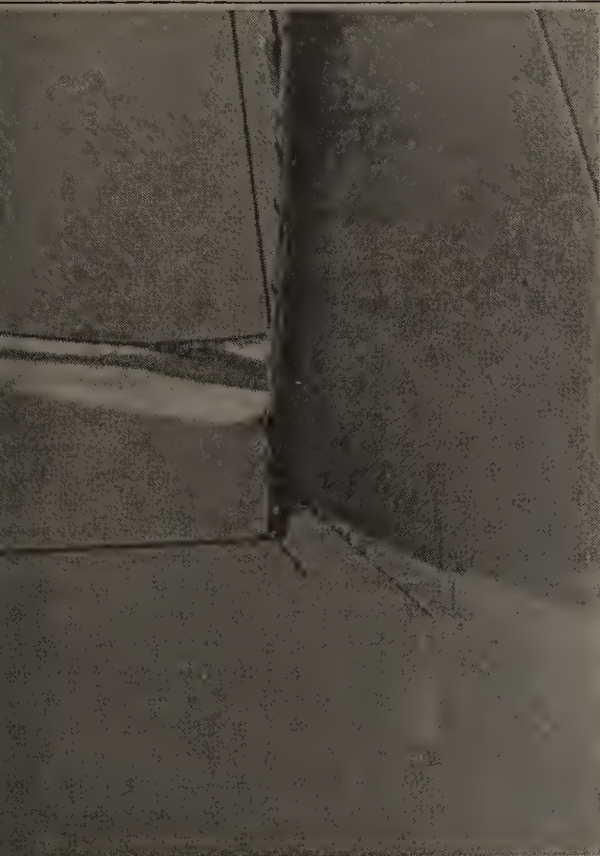
Spread, Ken Godshalk works on 'Nightwatcher's' snagged halyard. Inset, coming down the homestretch below Treasure Island.



boating week

A number of workshops and special events are planned around the Bay for Clean Boating Week. These will offer tips on using pumpout facilities, preventing oil and fuel leaks, keeping litter out of the water and just generally being environmentally responsible.

For a free Bay or Delta map of pumpout stations, call the San Francisco Estuary Project at (510) 286-0775. For pumpout locations outside the area, call 1-800-ASK-FISH.



PAUL KAMEN



LATITUDE/JR

father's day — cont'd

4. Any father going too fast will be declared over-competitive and be required to umpire at Little League baseball games for the rest of the season.

5. For rounding a buoy on the wrong side, the skipper will be reminded of it every five minutes by his wife and be mocked by his kids in between. Rounding a buoy on the correct side will be deemed a matter of course and go unremarked on.

6. Any skipper performing a 360-degree penalty turn unintentionally will be charged with an appropriate rule violation which he can use to justify his maneuver to his wife and kids.

7. Yachts observed willfully discharging trash overboard shall be disqualified. Fathers observed willfully disposing of wife or child overboard will be listened to with compassion and given the benefit of the doubt.

8. Any father belching loudly, emitting unpleasant odors, or scratching where it itches will be tolerated in silence. It's his day, after all.

9. In the event a skipper becomes unsure of the course, he shall sail on blindly and refrain from asking directions no matter how often prodded by his wife.

10. For every "I love you, Daddy" heard aboard during the race, subtract a full minute for your time.

battle scars

Every year, *Latitude* sponsors a boat in the Master Mariners annual regatta. This entitles us to put a representative on board, and to have the sponsored yacht fly our 'house flag,' a cool blue and white representation of a clipper ship. The house flag has been around so long nobody here quite remembers who even designed or made it. It has a history, though, as it's flown from more than a dozen different vintage yachts.

It now has a few battle scars, and therein lies a story. At this year's Memorial Day regatta, Ken and Patty Godshalk's lovely 50-ft Chapelle schooner *Nightwatcher* was selected to represent *Latitude*. "We were really excited about it," says Ken, "so I decided to carry the flag at the highest point possible." On a schooner, that's the main truck of the mainmast (the back one, for you neophytes). Contributing editor Paul Kamen sailed aboard as our representative.

Nightwatcher had an excellent race right from the start, staying well ahead of perennial Gaff 1 rival *Brigadoon*, which owed them 10 minutes. As *Nightwatcher* was closing on Blossom Rock at about mid-race, Godshalk called for the fisherman (a sail rigged high between the two masts) to be struck in preparation for the reach over to Southampton. But when the halyard was released, the sail came down only a few feet and stopped. A quick survey aloft revealed why: the *Latitude* house flag had jammed in the halyard block.

Oops.

"We tried everything we could think of from deck level," says Ken. "Putting weight on the halyard, pulling or releasing the flag halyard. But none of it was working."

Nightwatcher rounded Blossom with the fisherman still drawing and immediately went into a rig-shuddering round-up. Coming out of it, Ken's crew tweaked the overpowered sailplan enough that they could control the boat while he went aloft. Climbing hand over hand up the mast (with a harness and tether), Godshalk finally was able to survey the situation up close. The flag and halyard were so hopelessly jammed that his only option was to cut the halyard.

Nightwatcher, which was built in Tomales Bay in the '70s to an old

continued on outside column of next sightings page

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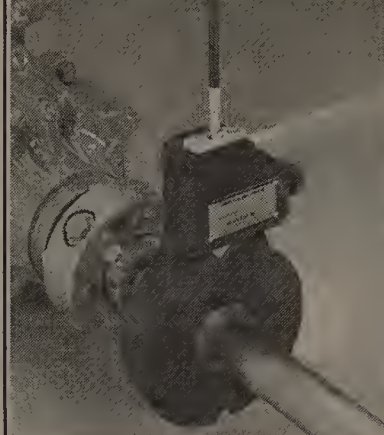
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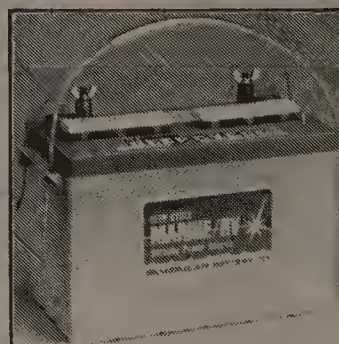
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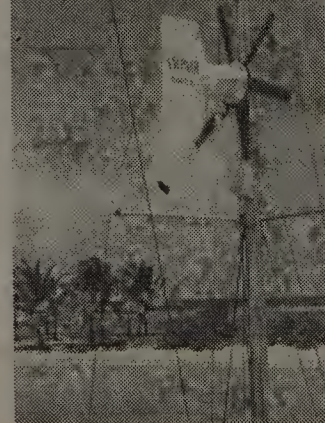
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scars — cont'd

Howard Chappelle design, went on to win her class for the first time in the five years Ken and Patty have owned the boat. After the race, they lowered the fisherman halyard block to the deck where our flag could finally be surgically removed. It had jammed so hard and completely that it actually split the cheeks of the wooden block.

The wooden block had to be replaced, but the flag, albeit with a few tears, lives on. The next time it flies, there'll be a big patch in one corner. Personally — and despite Ken's chagrin and vain attempt to pay for the repair — we couldn't be more thrilled. Our flag has long had a history. Now it has character, too.

havana cup '98

In what is fast becoming a spring tradition, 200 boats and 900 sailors departed various Florida ports in late May and headed south. The occasion: the 1998 Havana Cup, a combination serious race and a friendly flotilla. Most of the boats arrived in Havana's ever-changing Marina Hemingway from May 24 through 26, where they enjoyed a week as 'fully hosted' guests.

The first day featured light breezes along the Florida coast. The next day, winds built to 20 knots as racers crossed the Gulf Stream west of Key West, making for the typically bumpy ride into Cuban waters.

Jim Moore's Tampa-based *Wasa 51 Sirena* was the first boat to finish, arriving just before dawn on May 24 at the hard-to-see lighted buoy after 37 hours, 45 minutes at sea. Taking overall honors on corrected time was the Texas-based *Hobie 33 Cheap Thrills*, skipped by John Barnett of Kemah, Texas. Racing shorthanded with a crew of three men and one woman, *Cheap Thrills* made the 263-mile trip from Florida's Egmont Key to the sea buoy at Marina Hemingway in just over 41 hours.

With much of the fleet arriving during daylight hours May 24, Customs docks and personnel were strained trying to keep up with the influx. As a result, some boats took up to six hours to finish clearing in. Boats that arrived after the rush cleared through the five Cuban government agencies in less than three hours.

Despite the invasion by one of the largest racing fleets yet to descend on Hemingway Marina, each boat was accommodated with a side-tie along the concrete quays with electric power — albeit somewhat crudely fashioned in some spots — available to all. Where water hookups weren't available, the marina arranged for trucks to deliver potable water, and even supplied powerful hoses for washdowns from the tanker trucks.

The canals at Marina Hemingway, originally built as part of a luxury 'playground' for the Cuban elite under former dictator Batista, have taken on a new international flavor in recent years. Much of this change is due to an influx of yachties from ports throughout the Caribbean basin, including the U.S. One example was the awards ceremony. Held in past years near Papa's Disco at the west end of Canal One, this year's awards banquet was staged in the snazzy new hotel complex in the center of the marina. With its huge pool, jacuzzi, open-air bar and restaurant, this is definitely the new party central.

Elsewhere on the marina grounds, the tourist shops, rental car agency, restaurants, and condominiums were bustling at near capacity. A fledgling moped rental business couldn't keep enough of the little two-wheelers around to meet the demand. Tourist buses filed in and out of the marina throughout the day, with visitors from Europe and South America mingling with the hordes of sailors. Pick a language and you were likely hear it at some point in your stay.

Eckerd College student Morgan Crawford of St. Petersburg made the trip with two other students on a small boat and smaller budget. They spent less than \$400 for entry fees and provisioning on *Piranha*, a borrowed Finn Gulf 25. Of course, being starving students, that was

stillwater memories

Last month in our Northern California Cruising Guide, we once again solicited reader comments about Stillwater Cove. Although we'd heard a lot about the little cove just south of Monterey Bay, we have yet to stop in there. The following letter, one of a handful we received, had us really wondering why we've passed it by so many times.

I agree that Stillwater Cove should be kept secret, but just between us. . .

My wife and I visited Stillwater Cove at least five times before we turned 70. We haven't been there for 15 years, but it must still be beautiful. In those days, the yacht club there had an arrangement with a scuba diving club to come in the spring and cut away all the kelp. That was a necessity because the harbor is full of kelp.

beachcomber's

The container industry may have revolutionized shipping, but who could have predicted it would also 'revolutionize' the study of ocean currents — and even launch a new cottage industry for beachcombers, complete with its own monthly publication and website?

Ironically, the birth of the phenomenon has to do with the demise of containers. Seems they fall off ships with nagging regularity. And we're not talking a few here and a few there. According to a piece in the April 20 *U.S. News and World Report*, one shipping industry trade magazine "reports more than 1,000 containers overboard just this past December and January in the Atlantic and Pacific."

Some containers float, usually unseen just below the surface where unsuspecting yachts occasionally hit them and sink. Others containers sink, sometimes imploding at depth and spewing any floatable contents back to the surface.

That's how the whole thing started. Back in May of 1990, the Korean container ship *Hansa Carrier* lost several containers overboard during a storm in mid-Pacific. Several of the containers sank and imploded, sending 80,000 pairs of Nike running shoes bobbing to the surface to begin voyages of their own.

The odd flotilla came to the attention of Curtis Ebbesmeyer, a Pacific Northwest oceanographer with a Ph.D. from the University of Washington. More used to tracking oil spills, pollutants and other junk that gets in the water, Ebbesmeyer, along with James Ingraham, Jr., of the National Marine Fisheries Service, set up some computer models and began tracking the

run deep

We used to anchor out near the outer rocks, which afforded protection from the surge and a great vantage point to watch the many birds, seals and sea otters. It was a fairly long row to the dock in our Avon, but if you're young, what the hell? One thing to remember is that, while the cove is normally well protected, if the wind swings around to the south, be prepared to leave immediately. That happened to us one time and our anchor fouled in the kelp. We had to cut the nylon rode and leave a good anchor and shot of chain.

Coming home from there we would take it in three stages: across Monterey Bay to Santa Cruz, then up to Half Moon Bay, then home. Each bit was a fun sail.

— pete woodward
fair lady, richmond

delight

shoes. The two scientists accurately predicted that the sub-Arctic current would transport the shoes toward the U.S., and deposit them on the beaches of Washington and Oregon the following November.

Beachcombers were ready. For several months they delighted in gathering up the single shoes and arranging 'swap meets' to match up pairs. Except for a few barnacles, the shoes were amazingly unharmed for their months afloat, so they were perfectly wearable. One guy reportedly made more than \$500 collecting, cleaning and selling pairs. Talk about 'Just Do It.'

The remaining shoes then swung back out to sea, and at this writing have circumnavigated the entire Pacific Rim. Some were found on the beaches of Hawaii, others on Wake Island, in the Phillipines and even Japan. The final few could well be on their way back to the Pacific Northwest.

The shoe odyssey is only a small part of Ebbesmeyer's "floater" work. These days, he's become something of a reverse Pied Piper of container accidents, following, for example, 34,000 hockey gloves that fell off a burning container ship in the Pacific in late 1994, and almost 5 million Lego toys spewed into the waters off England in February, 1997.

Each of these little fleets has its own quirks. For example, hockey gloves sail. Seems they float cuff-down with one finger out of the water. That's enough 'sail area' for them to arrive on Pacific Northwest beaches well before another load of running shoes that went in the water off

continued middle of next sightings page

havana cup — cont'd

big bucks for Crawford and his buddies, but they felt the experience — their first in Cuba — was well worth it. "I didn't expect to have such a nice place to stay. And friendly, too . . . you've got to like it!" Crawford



Marina Hemingway handled the Havana Cup fleet easily, and with room to spare.

said.

For at least one sailor, the race was a stroll down memory lane. Mack Towne had last sailed to Cuba aboard the wooden schooner *Rambler* as a part of the original St. Petersburg to Havana race — in 1946! "I've been dying to come back here," mused Towne. "It's always been the best cruising grounds around."

— doran cushing

(Cuba now has its own website. For more information on the Caribbean's last great cruising destination, try www.cubaweb.cu.)

weather websites

As any English teacher will tell you, punctuation is extremely important. A period, comma or other punctuation mark in the wrong place can completely change the meaning of a sentence: "Don't! Stop rubbing my leg!" is quite a different thing than "Don't stop rubbing my leg." And as many Worldwide Web cruisers have discovered, punctuation is particularly important in the cyber age.

A case in point is the suggestion we made in our *Letters* section awhile back that readers look for weather information at the website: www.solarifahawaii.edu. Wrong. We left out a crucial period before the word Hawaii, which rendered the address useless. The correct address, then, is: www.solar.ifa.hawaii.edu.

Jim Warner, one of several readers who brought the *faus pax* to our attention, recommends the following websites for weather hounds. They reveal satellite images, weather data from offshore buoys and weather predictions. All are linked to www.shelterisland.org/localweather.html.

- Latest satellite image of the Western U.S. Alaska, Mexico, Central America and Hawaii; updated hourly: http://wpx.atms.purdue.edu/satellite/sat_ir_enh_west.gif.

- Latest satellite image of the Eastern U.S. Canada, Caribbean and Central America; updated hourly: http://wpx.atms.purdue.edu/satellite/sat_ir_enh_east.gif.

- Latest satellite image of the entire United States; updated hourly: http://wpx.atms.purdue.edu/satellite/sat_ir_rad.gif.

- Latest radar image from NexRAD of the greater San Diego area; updated hourly: <http://www.intellicast.com/weather/san/nexrad/>.

- Latest NOAA GEOS weather satellite image of Northwestern U.S. to Puerto Vallarta, Mexico; updated hourly: <http://goeshp.wvb.noaa.gov/GIFS/WCWV.GIF>.

- Latest Sat.NASA/NOAA precipitation image for Southern Califor-

continued on outside column of next sightings page

SIGHTINGS

websites — cont'd

nia and Northern Baja, Mexico: http://maps.fsl.noaa.gov/disp_40km.cgi?pw+sw+00.

- Latest NASA/NOAA satellite image of surface winds and temperatures for Southern California and Northern Baja: http://maps.fsl.noaa.gov/disp_40km.cgi?temp+sw+03.

- Catalina Island weather buoy: [http://www.ndbc.noaa.gov/station_page.phtml?\\$station=46025](http://www.ndbc.noaa.gov/station_page.phtml?$station=46025).

- So. California coastal forecasts: <http://www.ndbc.noaa.gov/data/Forecasts/FZUS6.KLAX.html>.

- Weather fronts in the continental U.S. and the northern Baja, Mexico: http://wxp.atms.purdue.edu/maps/surface/sfc_front.gif.

- Image from the SEA STAR satellite project; view the entire world, then zoom in up to 64x on any port. Display of cloud cover, terrain and plankton: http://seawifs.gsfc.nasa.gov/seawifs_scripts/seawifs_subreg.pl.

Happy surfing!

gonzo sailing

With Thompson-mania sweeping the nation once again, we sought out an original copy of *Fear and Loathing in Las Vegas* for our usual clever and timely allusions in a current article. (See *Delta Ditch Run '98* elsewhere in this issue.)

The used book stores were sold out, and the library copies checked out. Since we're too cheap to buy a new edition, we started in on the rolodex. Finally found a friend who had one. He faxed us the opening paragraphs and an editorial opinion that was too clever (and true) not to share. . .

We were somewhere around Barstow on the edge of the desert when the drugs began to take hold. I remember saying something like, "I feel a bit lightheaded; maybe you should drive. . . " And suddenly there was a terrible roar all around us and the sky was full of what looked like huge bats, all swooping and screeching and diving around the car, which was going about a hundred miles an hour with the top down to Las Vegas. And a voice was screaming, "Holy Jesus! What are those goddamn animals?"

Then it was quiet again. My attorney had taken his shirt off and was pouring beer on his chest to facilitate the tanning process. "What the hell are you yelling about?" he muttered, staring up at the sun with his eyes closed and covered with wraparound Spanish sunglasses. "Never mind," I said. "It's your turn to drive." I hit the brakes and aimed the Great Red Shark toward the shoulder of the highway. No point in mentioning those bats, I thought. The poor bastard will see them soon enough.

It was almost noon, and we still had more than a hundred miles to go. They would be tough miles. Very soon, I knew, we would both be completely twisted. But there was no going back. No time to rest. . .

That's it. I know you only asked for the first line, but I included the rest as such sublime prose simply cannot be jerked out of context. Change two or three words and you have a perfect description of any good helmsman's state of mind in an ocean race.

Adios,

JB

short sightings

THE BAY AREA — Before the Bay Bridge and Golden Gate opened for business in the mid-1930s, more ferryboats ran on San Francisco Bay than anywhere else in the country. Now those bridges and the roadways that feed them are so clogged with cars that ferries could once more provide a viable alternative form of transportation around

continued on outside column of next sightings page

beachcomber

the same ship at the same time.

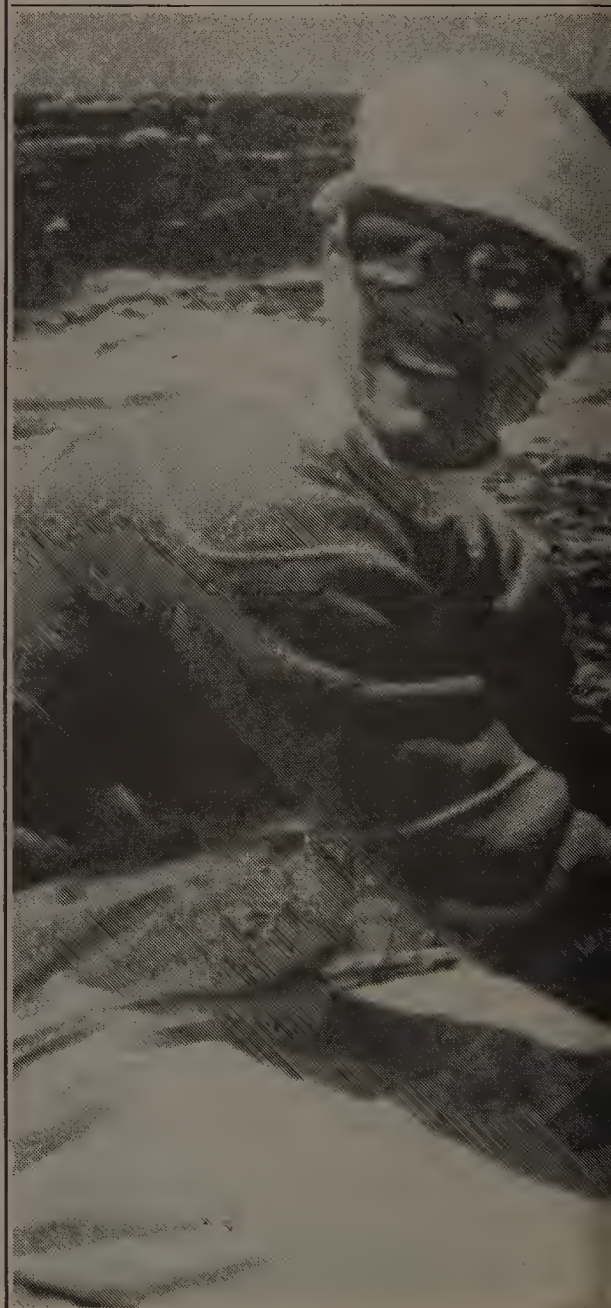
As for the Legos, Ebbesmeyer confirmed their bouyancy in a test tank: a bucket on top of his toilet. By his predictions, they will reach the East Coast of the United States this summer.

There are also stories of the half-million cans of beer lost off Hong Kong (yes, they float), flip flops coming ashore at Cocos Keeling and a jillion Hershey's Kisses that fell off a ship bound for Baltimore.

All of it can now be found in the pages

a rose by

In mid-June, a woman identified only as a Norwegian in her 30s plunged to her doom from the stern of a ferry off Sweden. According to an Oslo newspaper, the woman was imitating Rose's suicide try



— cont'd

of *Beachcomber's Alert*, a newsletter Ebbesmeyer started two years ago. He also founded the Beachcombers and Oceanographers' International Association, which has a nifty website at www.beachcombers.org. For more, check out the website or write to BOIA, 6306 21st Avenue N.E., Seattle, WA 98115. And if you have interesting news or questions about unique beach finds anywhere in the world, Ebbesmeyer says he'd like to hear about that, too.

any other name

from the movie *Titanic* when she slipped. Unfortunately, there was no one around to re-enact the part of Jack, who saved Rose in the movie.

shorts — cont'd

the Bay Area — not to mention a bit of fun.

The dreams of ferry promoters took a huge step forward in June, when the San Francisco Port Commission unanimously approved two separate agreements to build new terminals in the City. The first would be a \$2 million facility at Pier 43, near Fisherman's Wharf. This would be the terminus of an expanded service from Vallejo to the City. The second project is actually an expansion of the proposed ferry terminal at Pacific Bell Park — the new Giants stadium due to open in April, 2000. In anticipation of increased use, the original two-slip terminal will now be expanded to four. Funding for this one will come from the Giants, and from 'set-aside' funds from bridge tolls.

Conspicuously absent from these discussions was any pie-in-the-sky talk about 70-mph ferries that had everyone so wound up a couple of months ago.

CATALINA — It may not be exactly the Hunt for Red October, but visitors to exotic Avalon can now enjoy exotic submarine rides in the sealife-rich waters around Catalina's main harbor. Unlike many tourist submarines in other areas, these little three-person subs (two passengers and a trained pilot) are 'dry' boats — that is, you stay warm

continued on outside column of next sightings page



LATTITUDE/ROB

SIGHTINGS

shorts — cont'd

and dry inside, as opposed to having to wear scuba gear and get wet. The submarines, which are built and run by SEAmagine Hydrospace Corporation, can be enjoyed passively — the pilot drives — or actively. Under the pilot's supervision, passengers can take over the driving chores themselves, descending to as deep as 30 feet for up to half an hour. Sorry, though, you don't get to torpedo anything.

The SEAmobile tour operation began Memorial Day weekend and will continue, weather permitting, seven days a week through October. Opening season discount prices start at \$195 per couple, a \$50 saving over regular prices. For more information regarding the submarine operation, call (909) 626-6262 or email marketing@seamagine.com. For more on special promotions and tour packages associated with the submarines, contact the Catalina Island Visitors Bureau at (310) 510-1520.

LAKE TAHOE — A freak accident claimed the life of a Douglas County Sheriff's deputy in May. The incident occurred when the Zephyr Cove Harbormaster had come out in a dinghy to ferry Ed Callahan, 54, and another deputy, to shore. But as the two deputies were transferring from their patrol boat to the dinghy, a large wave capsized it, spilling all three men into the low 40-degree water. The Harbormaster

continued on outside column of next sightings page

feeling sorry for

According to an article in a local Marin paper, a Tiburon resident felt sorry for the last lobster left unsold in a tank at a nearby market. So he bought it and let it go in the Bay. "I've heard about five different opinions about whether he sur-

new plan for

Don't hold your breath, but soon after the passage of Proposition K in early June, an ambitious plan was revealed to develop Treasure Island, starting with a complete revamp of the marina at Clipper Cove.

Treasure Island Enterprises, the creation of former Democratic fundraiser Darius Anderson and Los Angeles super-market magnate Ron Burkle, would among other things expand the number of marina slips in Clipper Cove, turn an old aircraft hangar into dry boat storage and turn other existing structures into



If we had to pick the top 10 most versatile designs of all time, the Islander 36 would be right near the top. This one was looking good on a windy day in May.

the little bugger

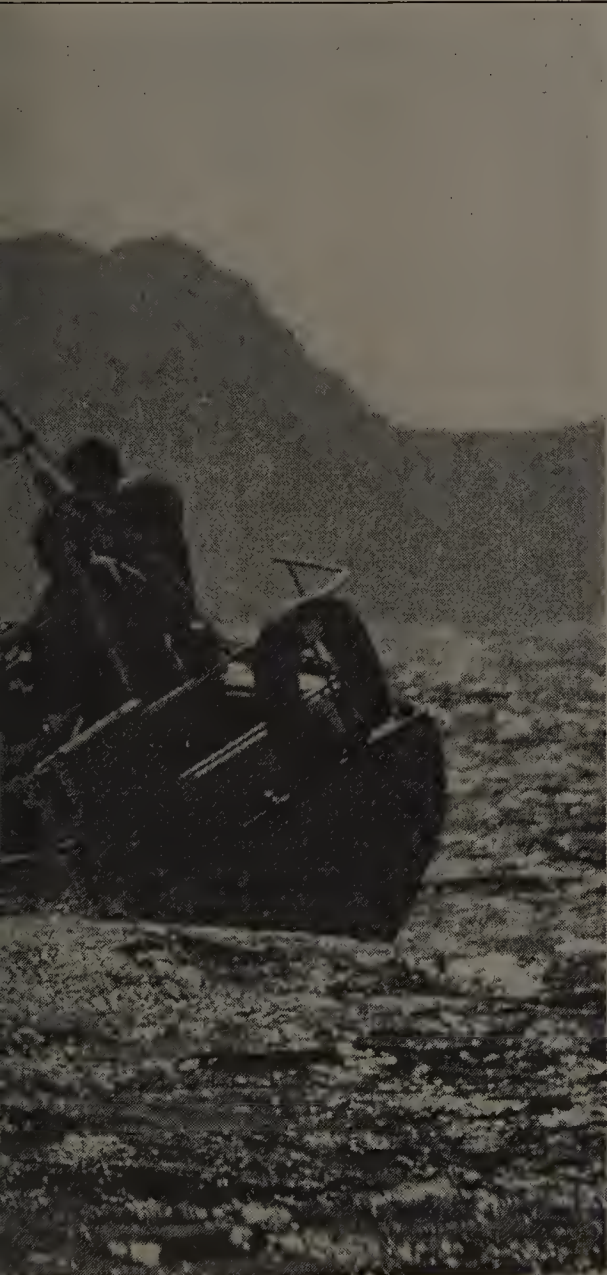
vived," noted the humanitarian. Those consisted of four 'nays' and only one 'yay'. We'll go along with the latter. Only a few years ago, we read about another Maine lobster (the ones with claws) being pulled from the Bay, healthy and snapping.

treasure island

restaurants and retail shops.

Sounds great to us. But Anderson and Burkle have a lot of hoops to jump through first. Not the least of these is lobbying to get Prop K enacted.

Proposition K called for dissolving the mayor's iron grip on TI redevelopment, as well as setting standards for competitive bidding and conflict of interest issues. However, while Prop K has been approved by voters, it won't take effect unless the San Francisco Board of Supervisors votes to enact it.



LATITUDE/JR

shorts — cont'd

was able to scramble aboard the patrol boat and pull the one deputy aboard, but hypothermia claimed Callahan, a father of three.

"He could only last a minute in that water before he had to get out," noted Sheriff Ron Pierini. "You absolutely cannot swim in water that cold. You cannot move."

FORT LAUDERDALE — Always a popular stopping spot for yachts going to and from the Caribbean, Fort Lauderdale may soon experiencing a shortage of facilities and services. At least, that's the projection of a marine economist who's studying the ongoing megayacht phenomenon. "Local shortages in trained service employees, big boat slips and crews are likely if megayacht construction continues to boom," says Tom Murray, a private economist and member of the University of South Florida Business Center in Tampa.

And there's little sign that the building of megayachts — pleasure yachts, power or sail, over 80 feet — is going to wane any time soon. At the start of the new year, 230 to 270 megayachts were under construction, with more than 30% of those in U.S. yards (a dramatic change from 10 years ago when that figure was about 5%). Industry observers estimate megayacht owners spend 10% of their boat's value a year on maintenance and provisions, thus Fort Lauderdale's concern in planning to accommodate all these big boats. As part of the long-range plan: a yacht crew training institute expected to open this year.

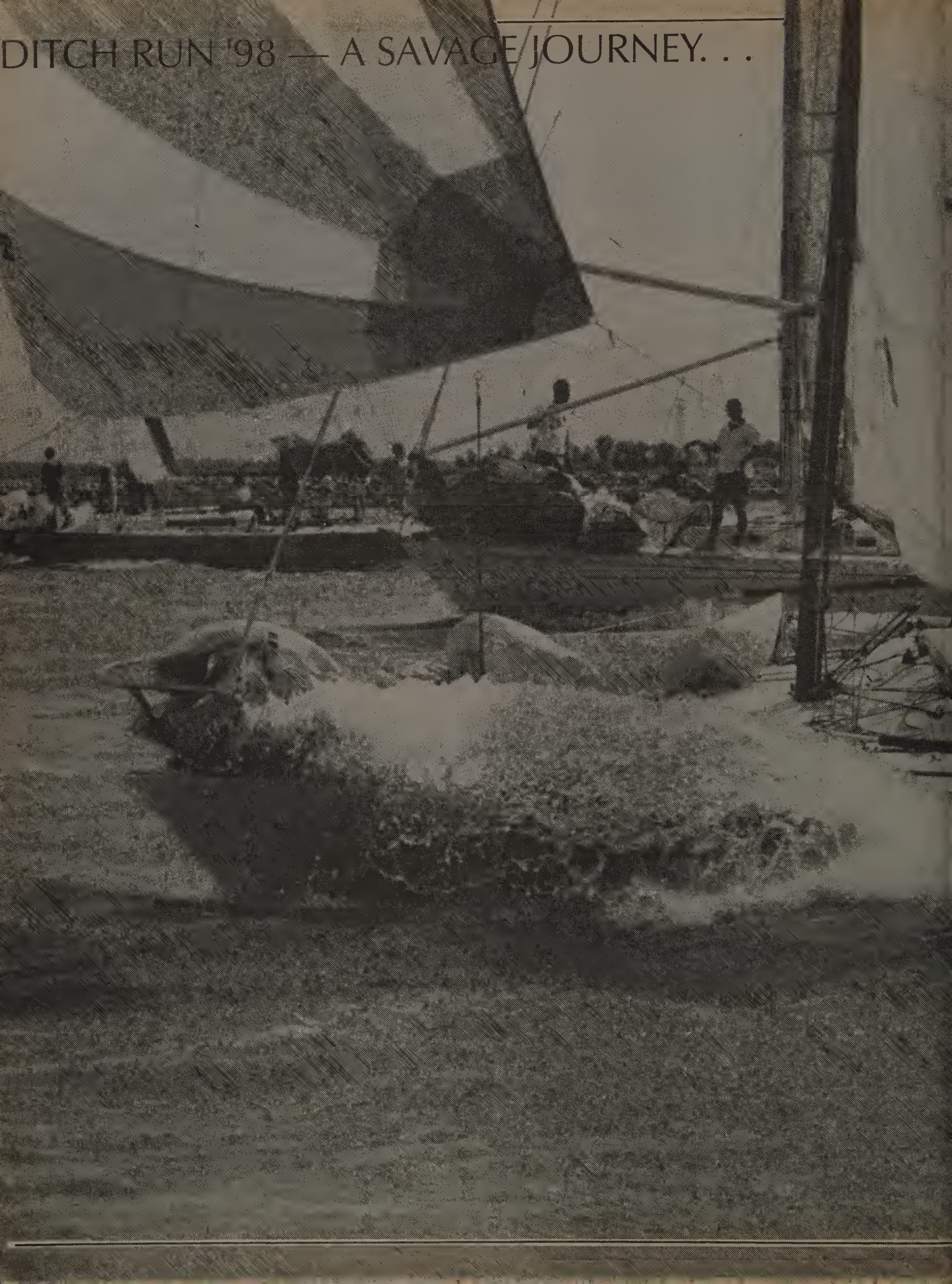
THE ATLANTIC — We've never exactly understood why people would want to waste perfectly good wind, especially since it's free. But the latest attempt at an Atlantic crossing record got underway last month and there wasn't a sail in sight. Tori Murden, a 35-year-old Kentuckian, hopes to become the first woman to row across the Atlantic. Her boat is a specially-built 23-footer that is self-righting and, with all the provisions aboard, displaces about a ton. The middle, where the oars are, is open, while the fore and aft sections are enclosed and watertight. If all goes as planned, the 3,635-mile trek should take her about four months.

NEW JOISIE — It was a bit like a scene out of the old Alan Arkin movie *The Russians Are Coming, The Russians Are Coming*. The people of Bay Head, New Jersey (about 65 miles south of New York City) awoke one morning to find 22 dazed-looking Chinese wandering the streets. Turns out they were illegal immigrants whose overloaded boat had wrecked on the foggy beach of the affluent hamlet the night before. Authorities rounded up the immigrants and began looking for the owner of the 28-foot Century powerboat named, we kid you not, *Oops II*. (Thanks to reader John Young of Dallas, Oregon for the clipping.)

GALAPAGOS ISLANDS — Four elderly Americans lost their lives on June 12 when the charter boat *Moby Dick* was swamped and sunk by big waves near the Galapagos Island of Santa Fe. The body of one 70-year-old woman was recovered the same day, while three men, aged 75 to 80, were still missing at this writing.

SAUSALITO — There's always lots to see in the picturesque waterfront town of Sausalito, but even longtime residents who thought they'd seen everything were doing double-takes on June 9. That's when a young sea lion climbed out of the water near the Ferry terminal, hopped over to the main drag, Bridgeway — and started strolling down the sidewalk with all the other tourists! Two local cops tried to coax the youngster back toward the water, but apparently they don't teach 'seal recovery' at the police academy. Representatives of the Marine Mammal Center eventually rescued the little pinniped and let him go on a nearby beach. A spokesman for the Center did issue a warning in case anyone else happens to cross paths with a sea lion in their neighborhood: "Don't touch them," "don't feed them" and "they bite." If you do run across any type of marine mammal in trouble, you can contact the Marine Mammal Center at 289-SEAL.

DITCH RUN '98 — A SAVAGE JOURNEY. . .



...TO THE HEART OF THE DELTA

The fleet was somewhere around Benicia, on the edge of the Delta, when the 'drugs' began to take hold. The combination of flat water, strong winds — at times up to 30 knots — and plenty of adrenaline was a powerful 'fix', making the eighth annual Delta Ditch Run a memorable one for the 400 or so speed addicts in attendance. All previous records for the 65-mile downwind race were shattered, as were at least three dozen spinnakers, three masts, two booms, and who knows what else. A bunch of multihulls flipped, several boats went up on the rocks, there were collisions and protests, and lots of shorts were soiled during hair-raising crashes.

"It was epic!" declared race official John Dukat, whose sail aboard the Wylie 39 *Marishanna* ended prematurely. "We rounded down and blew out our

kite, broke the traveller car and topping lift, and blew the boom off the mast. Only one person wasn't bleeding when the day was over. At least we ate well — three types of sushi and barbecued kabobs — and got a chance to visit Tinsley Island rather than just sail rapidly by!"

Regatta chairman John Walker, whose Stockton Sailing Club co-hosts the event with Richmond YC, didn't fare much better. His Choate 40 *Bottom Line* limped home seventh in class after a series of minor disasters, including putting a kink in their boom. "I blame it all on our tactician, Sammie (ed. note — that's his five-year old Yellow Lab, a multiple Ditch

Delta Force: The Express 27 'Chile Dog' blazes past a pair of shell-shocked leadmines in the 'S' curves.





KKMI

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES -

Gone with the Wind Sails Again!

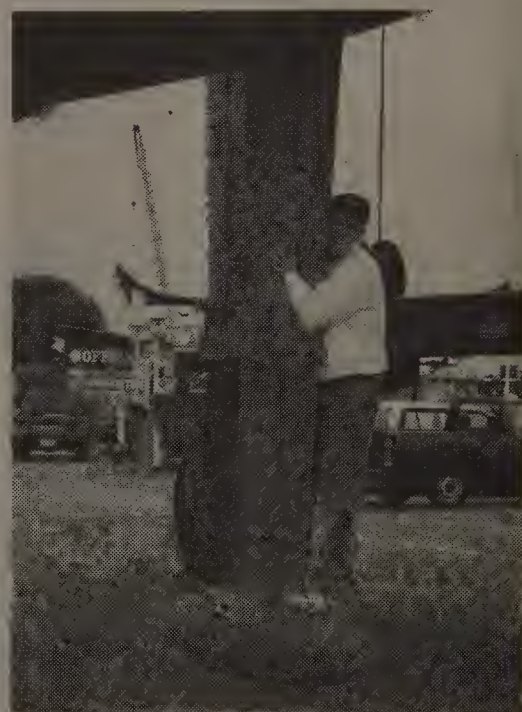
Saturday June 13 was a special day for Bill and Paula LeRoy, as this was the day *Gone With The Wind* was 'reborn' after a two year hiatus from sailing. This 'rebirth' is something Bill and Paula actually hadn't planned, but their story is a great example of how there can be a silver lining surrounding every cloud, even during El Niño!

It all started in April of 1996 when the LeRoys brought their Santa Cruz 50 sloop to KKMI. When the boat was hauled, it was noted the bottom had started to develop some minor blisters. While these blisters weren't very advanced it was decided to repair them now rather than wait and let them become worse. The repair itself called for the removal of all the exterior gelcoat and then allowing the surface to thoroughly dry before applying a protective epoxy coating.

After allowing the boat to dry out for 60 days they discovered the moisture content was still at a very high level. It became clear other measures needed to be taken. A variety of drying techniques were applied over many months, but nothing seemed to work, particularly around a large area near the keel. Ultimately, core samples were taken which revealed that water had actually soaked into the balsa core material, and this is why the outer surface wasn't drying out.

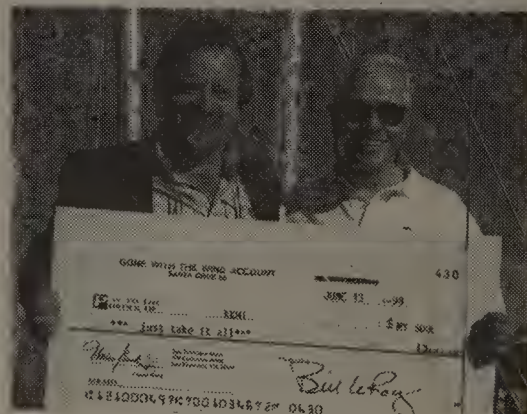
of the damage, it was impossible for KKMI to precisely define what the total cost of the repairs would be. This placed the LeRoys in a very uneasy position. After all, no one wants to feel as if they are giving any boat yard, even one they trust, a 'blank check'. Some consideration was even given to whether or not it might be better to just simply buy another boat. "One thing that proved very helpful in this difficult situation was the ability to confer with Ken Keefe and Paul Kaplan. Both of these guys not only understand what it takes to fix boats, but they know the boat market as well. It was great to be able to rely on their various levels of expertise," said Bill. After considering all of the options, it was decided there was no finer boat for the LeRoys and they chose to proceed with the repairs. "The boat is part of our family," said Paula.

KKMI analyzed all of the ways they could perform this difficult repair. It was clear, because of the high performance nature of a 'sled', the repairs needed to be both strong yet light in weight. The process of lami-



Bill LeRoy Loves His New Keel

'speeding' the boat up a bit. "Heck, we thought, we'd gone this far; a few more dollars at this stage won't really matter, so we decided to 'turbo' the boat," said Bill. This involved installing a state-of-the-art keel plus the addition of a light carbon fiber mast and boom. "I'm sure the changes we've made will make her the fastest 50 around," a proud Bill announced at the 're-christening'. It was also at this time that Bill decided he should pay his yard bill. So with guests gathered around, Bill told his tale, and then he presented his check made payable in the amount of "just take it all". It was nice to see the LeRoys had both a sense of humor and a few dollars left over to throw a great party! It's also good to know that every cloud can have a silver lining.



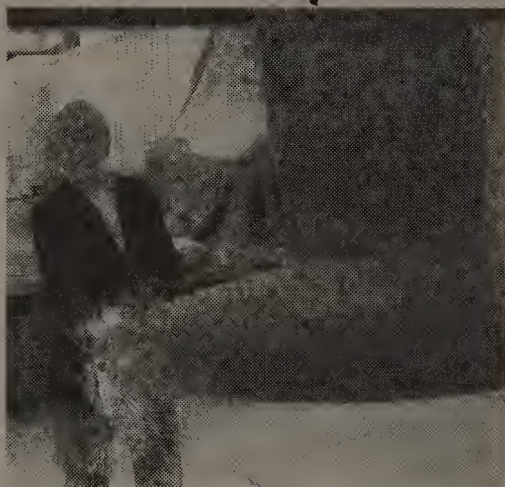
Bill Pays His Bill



The Fastest 50' Sled in the West

KKMI's President, Ken Keefe, put together a team of experts to determine the cause of this water intrusion. The group discovered that the boat had run aground at one time, and the repairs did not prevent water from saturating the balsa core. Finally, it was determined the only repair solution would involve removing a large section of the vessel's outer skin, and then the waterlogged core could be replaced. Certainly no small task, not to mention the expense.

Because of the variable nature of the total extent



Paula LeRoy Christens The New Keel

nating the new core material would require the use of a special 'vacuum bag' process that under the best of circumstances is difficult, especially doing it upside down! At one point some thought was given to even turning the whole boat upside down to make the repairs, which, undoubtedly, would have only raised the cost. Wisely, Ken knew this wasn't going to be necessary, and he could depend on the talented crew at KKMI to come up with a cost-effective solution. Juan 'Pablo' Rojas and Jose 'Pancho' Perez, KKMI's master fiberglass technicians, dove into the project with the rest of the crew not far behind. The team built a special 'altar' which allowed them to lay right next to the hull and perform the involved repairs. The process of applying wet fiberglass in large sheets with a minimum of excess resin was quite an operation to witness. Day after day, the team restored the boat into better-than-new condition.

By the time the repairs were done, Bill had become pretty restless and started thinking about

RONICLE

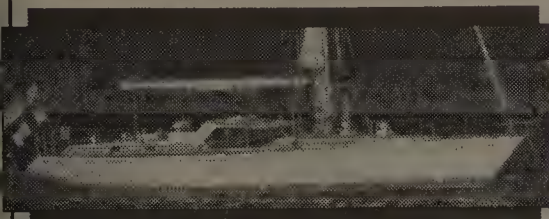
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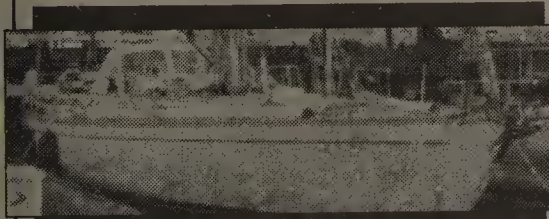
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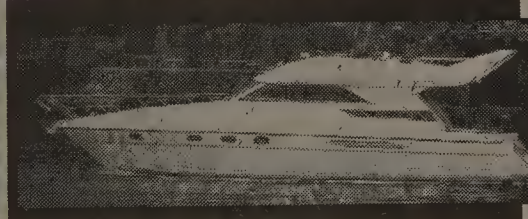
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Beautiful condition and set up for short handed sailing. Priced at only \$995,000.



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Three staterooms with fantastic performance. Barely used. Save a bunch!



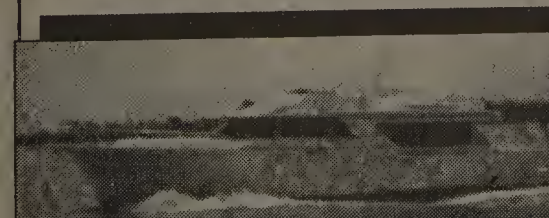
Baltic 51 *Venus*

Craftsmanship with many recent upgrades. The most boat for the money at \$275,000.



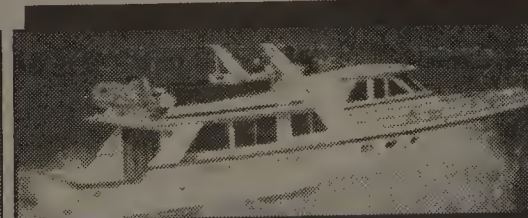
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HERB CRANE



Sunday Sailing

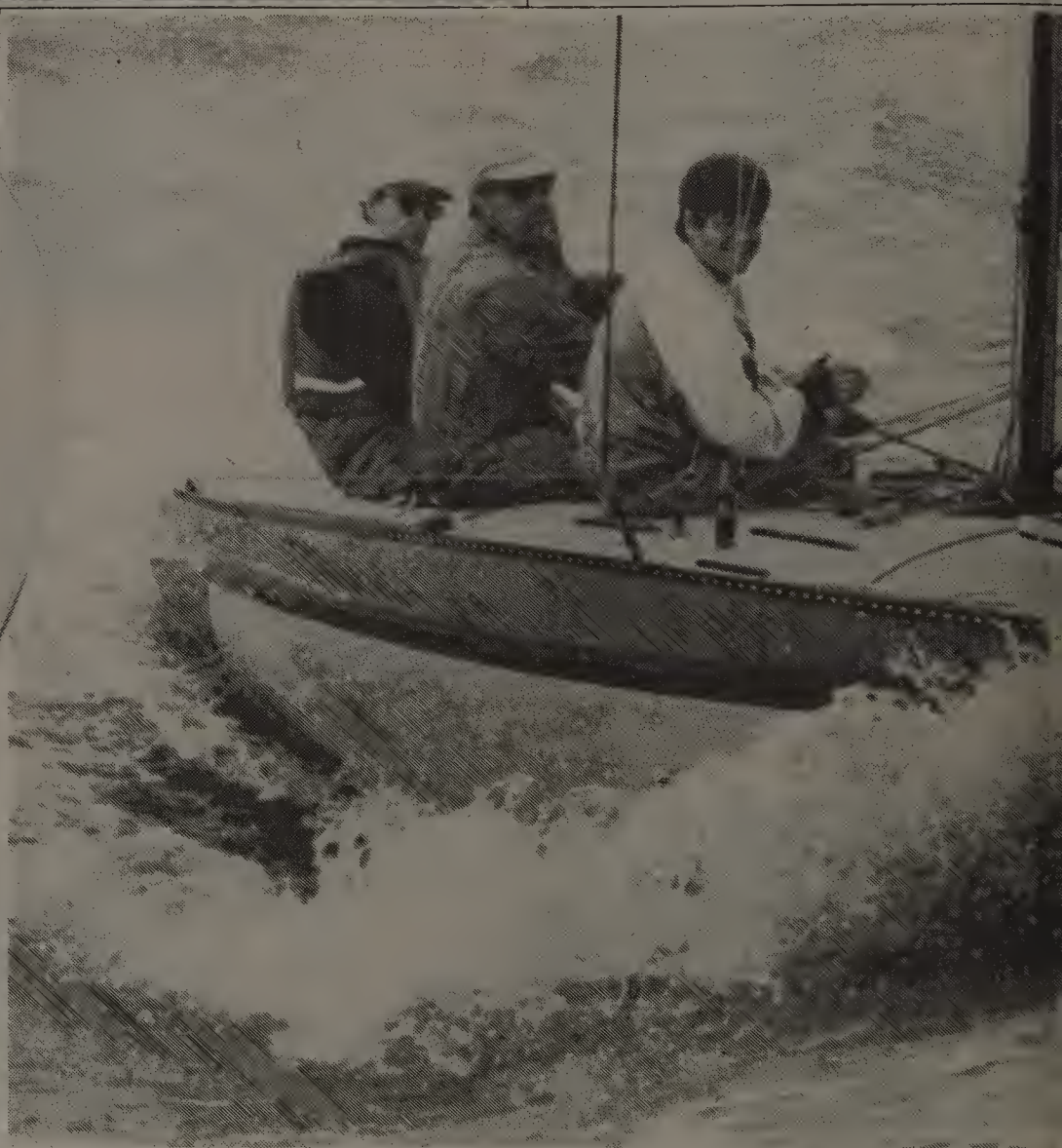
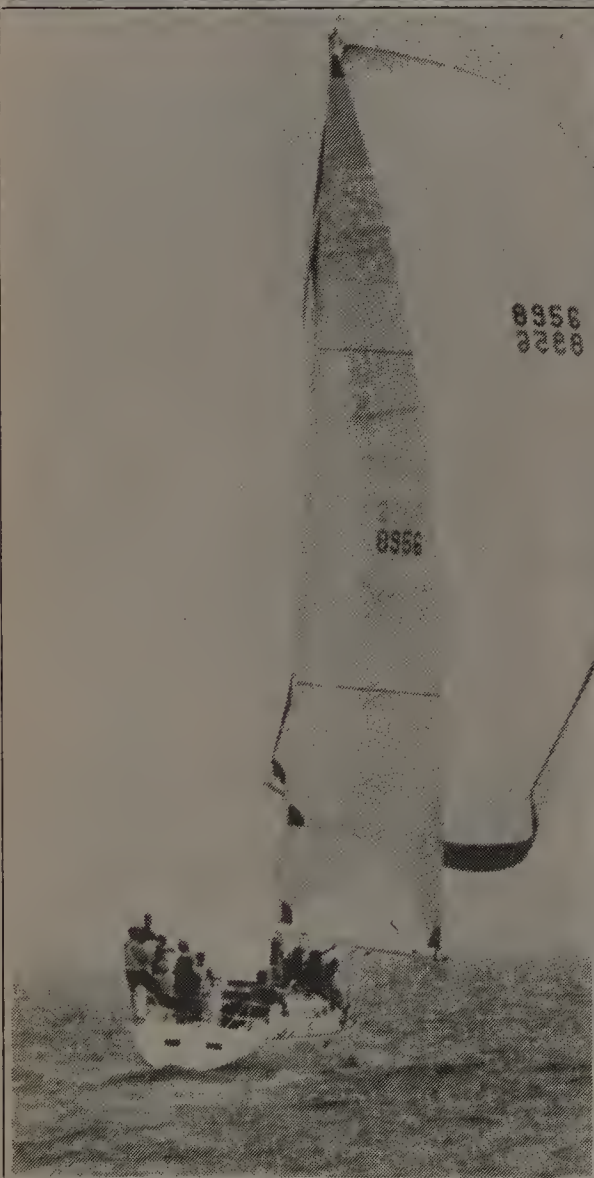
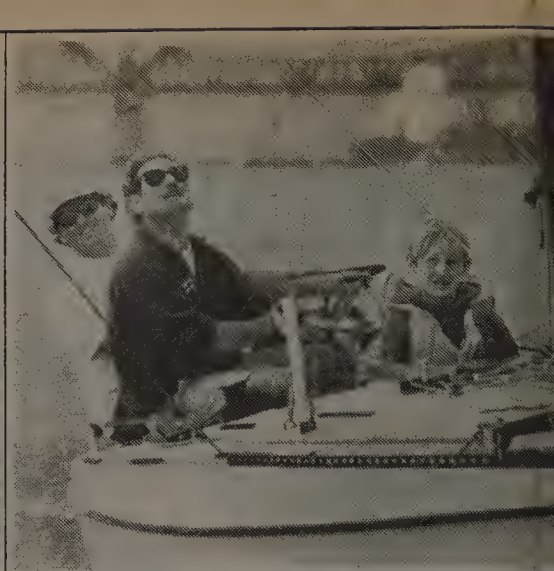
GO WEST AND LEFT: Over the past few months KKMI's boat yard has seen a large flow of customers readying their boats for various destinations. Some are going cruising . . . and others are racing. Many are sailing with crew . . . and a few are going with none. *Giggles* is off on his own and *Daydreamer* is fully crewed to Hawaii. *Alicante* is a father and daughter team and *Pyewacket* is an all star team. *Magic Carpet Ride* is starting off singlehanded and then will be doublehanded when they're off cruising. *Scotch Mist* should slip along nicely with her super fast new bottom. *Scorpio* was in the yard for a brief visit and *Promotion* was in the yard for mini refit. *Zephyrus* is out to break a record and *Cirrus* is out for fun. *Gray Ghost* is headed for Kaneohe as is *Surprise*. *Oaxaca* will be sailing with full crew . . . *Sabra* will be doublehanded and *Compass Rose* will be singlehanded. *Saga* is off with the entire Stone clan for a cruise around the world. *Hasty Heart* is off to Hawaii as well. It almost sounds like everybody is leaving. Not quite . . . *AmericaOne*, the tallship *Californian* and *Rendezvous* are hanging around. Thank goodness somebody is staying!

★ ★ ★

YES, ALREADY: While it's not even September a few people have already called KKMI to see if they're hosting another yard party this year. For those in the marine industry, the answer is . . . yes. In what started as an impromptu gathering during the Big Boat series a few years ago when 4 Maxis were in the yard . . . the party keeps getting better every year. This party is a time when those in the marine industry, both locally and from all over the world, get a chance to 'talk shop' away from the typical yacht club scene. The 'Rockin' The Bay Since May' party became not only the talk of the racing circuit but the entire marine trade when Madonna, Jim Carey and Elvis attended. Then last year it was 'Ragin' Cajun' with a Mardi Gras celebration featuring everything from the famous Cajun Zydeco band 'The Zydeco Flames' to actual flame throwers. So the question is, what do you think they'll do this year? One thing you can count on it won't be your average boatyard party . . . or is boatyard party an oxymoron? Not at KKMI, that's for sure!

★ ★ ★

HELP WANTED: It doesn't matter what business you are in . . . finding great people is not easy to do. KKMI is always looking to bring aboard those in the marine industry that possess special skills. If you know of someone who's got great talents and wants to earn top wages and benefits plus be part of a fun and successful team, they should give the yard managers Jock MacLean or Kim Desenberg at KKMI a call. One such new member of the crew is Richard Mathews who is truly a 'Jack of All Trades'; welcome aboard!



Run veteran)," joked Johnny. "Actually, we got a little conservative and spent a lot of time with the 150 wung out. I don't like rolling around under the kite that close to the edge of the ditch."

At least Walker finished — 16 boats were so pummeled they pulled out of the carnage-fest.

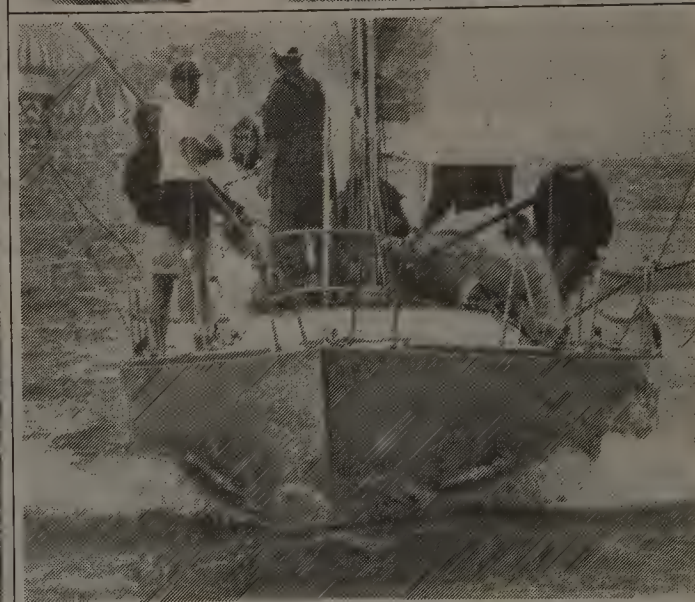
The day started innocuously enough, as 124 boats motored to the starting line at the Brothers under a grey, windless sky. As the 11 a.m. starting se-

Clockwise from upper left: 'Rocketeers' Tim, Serge and Jay ('Rocket 88'); the Hodges clan ('Fatuity'); ease the sheeeet! ('Legs'); overall winners Colin Moore, Don Teakell and Karina Vogen ('Kwazy'); 'Marishanna'; 'Mercedes' locked onto 'Yucca's wake; 'Octavia' en route to the monohull record.

quence got underway, a chilly 10-knot westerly filled in — and, after some pretty scary starting maneuvers, the downwind parade to Stockton began. Pushed by a medium flood, which the fleet rode most of the day, the passage through San Pablo Bay was pleasant and quick. As the bigger displacement boats passed the smaller ULDBs, including the 24-boat Moore 24 fleet, towing opportunities abounded. Aboard the stately 62-year old 8-Meter

Yucca, one of the finer 'tow trucks' on the course that day, we even offered the free-loaders a choice of payment plans: by the hour or by the mile.

Things began to get trickier as the fleet entered Carquinez Strait. At least two multihulls flipped — a Tornado and the D-class *Beowulf* — but both of these jumbo 'beach cats' were soon righted and on their way again. *Beowulf*, which turned turtle in the bend before Benicia, accepted



help from two motorboats to get righted again but carried on to Stockton anyway, as their trailer was already up there. They sailed the rest of the day with a man-sized hole in the mainsail, caused when owner/driver Alan O'Driscoll was catapulted into the sail as they went over.

A crewman fell off the Express 27 *Opus* about this time, and was picked up by the alert crew of a trailing sistership, Scott Sellers' *Swamp Donkey*. "He was wearing sweats and no flotation, and was definitely not doing well even in the short time it took us to get to him," said Sellers, who

sailed up to the returning *Opus* and made the hapless crew jump back in the water as they zoomed past. "I think a lifejacket rule for this race wouldn't be such a bad idea."

A more serious accident occurred when the Olson 34 *Red Sky* t-boned a motorboat anchored off the entrance to Benicia (see *Sightings*).

As the fleet passed the Navy's Mothball Fleet and entered Suisun Bay, the real fun began. The wind jumped up to the low 20s, and the smaller ULDBs ('popcorn farts', as Hank Easom calls them)

that we had previously towed began planing by at warp speeds. Beautiful sailing conditions prevailed until the fleet entered New York Slough and the tight maneuvering began. From here on, the river narrowed and the winds picked up even higher — and the race began to degenerate. The next 20 miles separated the contenders from the pretenders, as only the best crews were able to come through this section unscathed.

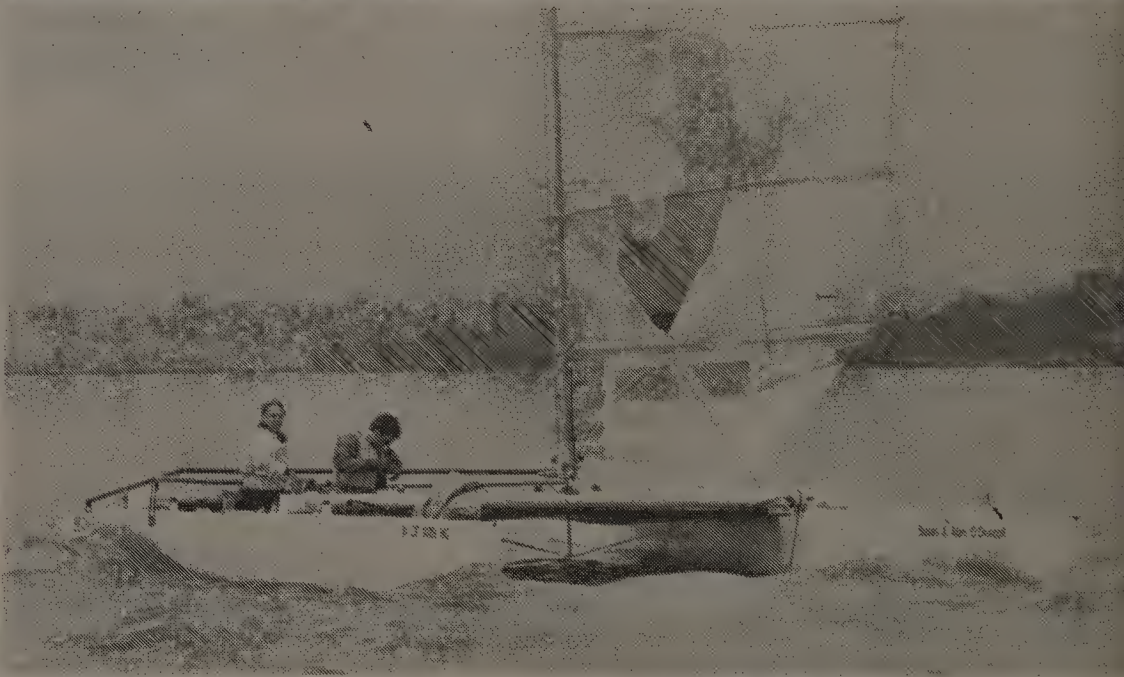
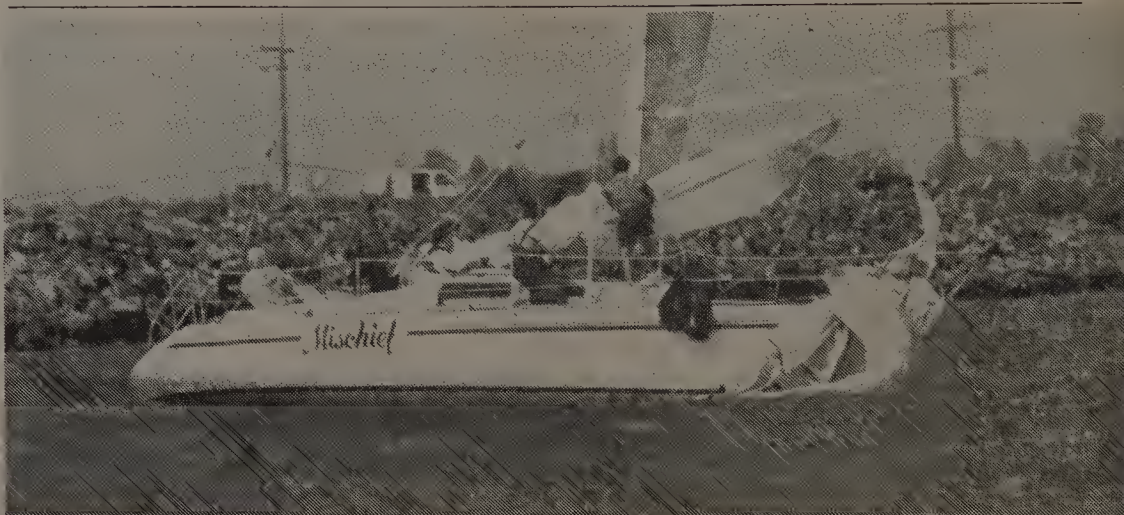
One of the early casualties of this stretch was the Antrim 27 *Abracadabra*, which blew out its backstay-less rig

DITCH RUN '98 — A SAVAGE JOURNEY. . .

"while being airlifted by aliens." According to crewmember Mike Schaumberg, they had blown out the 'good' kite already when they'd run aground at 12 knots just past the Benicia Bridge. The 'monster' kite was too much for the boat — shortly after setting what they figured was the highest speed ever attained by an Antrim 27 ("We were literally flying. There wasn't any spray because the boat wasn't in the water anymore!"), the rig crumpled over the front of the boat.

Fortunately, the accident occurred right in front of the entrance to a marina, and the crew soon cleaned up the mess and motored on to Stockton. "It was frustrating — we ran out of beer, wine and even gas near the end," said Mike. "One of the Cruising Class boats, the MacGregor 25 *Poker Bay*, towed us for a while as they used up their one-hour motor allowance. Then, they were nice enough to give us their spare gas when they had to resume sailing. Thanks, guys!"

About the time the majority of the fleet was flogging their way past the gravel barges near the entrance to False River, the custom 34-foot D-class catamaran *Rocket 88* was pulling into Stockton.

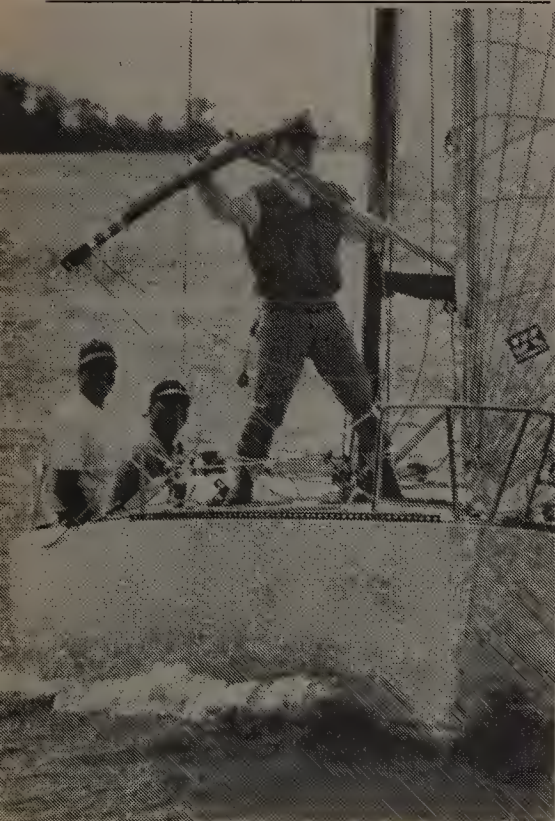


Damage control, top to bottom: 'Mischief' picks up the pieces; 'Beowulf's ventilated main; 'Legs' does the spinny limbo. Left, 'Chimera's broken pole. ("Hey, can we borrow some duct tape?")

blew away *Rocket's* previous record of 4 hours, 59 minutes, set in 1994. "I'm sooo stoked — what an incredible ride!" said Serge, smiling ear-to-ear. "We had to be going over 30 knots a few times."

"We could actually have done it about

half an hour faster, but we got a little gunshy from all the puffs at the end," admitted Crum. "We almost lost it on a take-down, while Tim and Serge were on the low side gathering the kite. I stuffed the leeward hull so far under water you couldn't see it, while the entire back end reared up about six feet. I blew the mainsheet off all the way to the knot and Serge ran for the high side, and we popped



Armed with a bigger kite than ever (300 square feet more than before), owner Serge Pond, righthand man Jay Crum, and Tim Cordrey crossed the line at 3:17 p.m., sailing the course in a blistering 3:57:46 — a 16+ knot average! The trio

back up. After that, we were too spooked to set again, and sailed the last 25 miles without a kite."

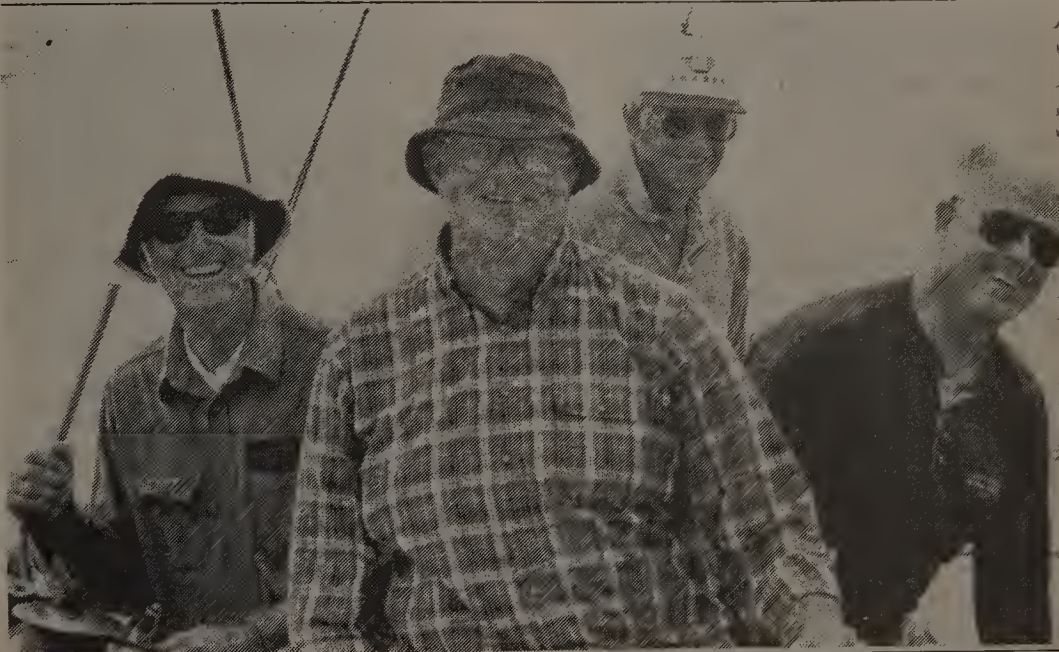
Their arch-rival *Freedom*, a custom C-Class cat, was also enjoying the ride of a lifetime when disaster struck. Bill Erkelens and Olympic multihuller Pete Melvin cartwheeled the overpowered boat (the main is on a halyard lock, and there is no way to reef it) while sailing under main alone, a mile behind the 10-foot bigger *Rocket*. The mast broke on impact, and after about two hours in the water, the duo was rescued by the Coast Guard Auxiliary, which towed the still upside-down boat into nearby Andreas Cove YC. Erkelens wasn't too fazed by the accident: "Back in '91, I flipped during a powerboat race at 80 miles an hour and almost died. That was scary!"

Freedom is fixable (all it needs is a new carbon tube for the mast), and Erkelens, who only races sailboats twice a year since he has discovered horses, will be back. "Pitch-poling doesn't bother me nearly as much as *Rocket* cutting Mark 19," claimed Bill, referring to a new mark of the course just past the Antioch Bridge. "I bet Pete \$10 they'd cut it and, sure enough, they did. We jibed twice to get down to it, while they just ignored it. We filed a protest, but Stockton SC wouldn't hear it for some reason. Serge can have his record, which may never be beaten, but as far as I'm concerned, it's tainted. Last I checked, this was a gentleman's sport — rules are rules, and he should have dropped out."

Winning the unlimited multihull class on handicap time were Jay and Pease Glaser of Newport Beach, who borrowed Erkelens' other boat, the hopped-up *Tornado E-2*, for their 4 hour, 15 minute charge up the river. "I've never gone so

had been leading overall up to that point, was flattened during a jibe and swamped (in the heat of the battle, they'd left the

Brown, who sails on the Ditch as much as anyone we know, didn't win a trophy — but he did shave 1 hour, 45 minutes off his personal best time up the river. "Conditions may never be this good again," he figured.



'Yucca'-ing it up near the finish (from left): Hank Easom, Carl Lewis, Peter Hogg and Charlie Mohn.

companionway flap unzipped). Despite the efforts of a fishing boat that Kim Desenberg (on the following Mr. McGregor) hailed, *Tulawemia* drifted onto the rocks of Webb's Tract, gashing her hull in numerous places and breaking her mast. Owner Mark Harpenter and crew Andy Hamilton were cold but okay ("just a little psychically bruised"). Eventually, they hitched a ride with a farmer in a pick-up truck to Brannan Island, and sorted things out from there. *Tulawemia* is probably an insurance 'total', and Harpenter is currently trying to figure out if the boat's worth rebuilding.

Pat Brown's Wilderness 30 *Rascal*

All kinds of other carnage occurred in this section of the course. On *Yucca*, the car holding the spinnaker pole to the mast broke as we ragged the kite after a muffed jibe, firing the pole through the 'bullet-proof kevlar 3DL main. Crewman Charlie Mohn was five feet away, and might have been killed if he'd taken a direct hit.

Nick Gibbens was sailing his new-to-him Express 27 *Shenanigans* well above the legal speed limit when problems developed. "We were about 15 miles shy of Stockton on this furious plane, with a huge rooster tail behind us," recalled Nick. "Then we bumped something that was definitely harder than a dead bass, and the rudder started to shimmy and shake, and pulled hard right. When it finally calmed down again, I reached over the side — and discovered that we'd peeled all the fiberglass skin off the port side of our rudder!"

The tippy Soverel 33 *Mischief* blew out two kites performing a wide variety of 'round-ups and round-downs, one of which pinned them down for at least 30 seconds. We lost track of how many times *Mischief* belly-flopped, but from our limited vantage point, Bill Moore and his shell-shocked crew earned the day's Crash and Burn Award, both on quantity and quality.

Honorable mentions in the crash-athon go to the Olson 25 *Barking Dog* and

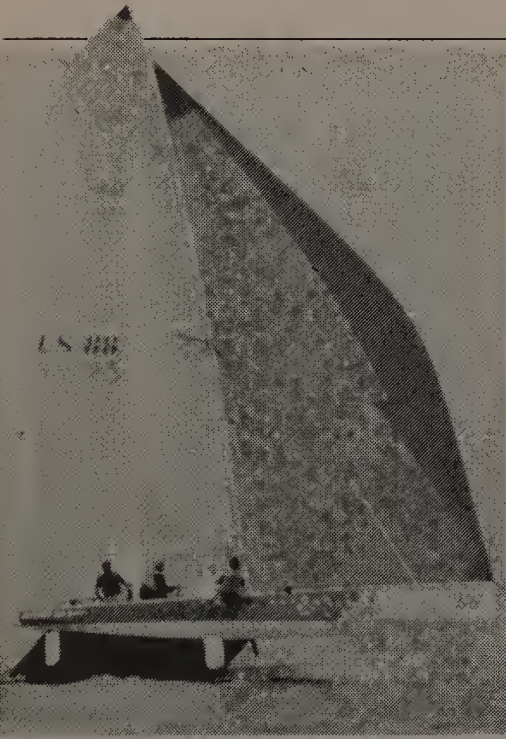
'Beowulf' sailed the rest of the day with a man-shaped hole in the sail, caused by the owner falling through it when they capsized...

fast on a *Tornado* in my life," said Pease. "We were lucky to hold it together all day."

Meanwhile, back where the river starts going into the dreaded 'S' curves after the gravel barges, the fleet was coming unglued in the 30-knot winds. *Tulawemia*, a doublehanded Wabbit that

barely escaped a similar fate: "The kite jammed at the masthead, dragging us sideways towards the levee," said Brown. "There wasn't time to get the outboard on or an anchor out, and things were looking really grim. Next thing I know, our bowman, Chuck Allen, climbed up the mast and cut the halyard. He was a real hero; he saved my boat."

DITCH RUN '98



The 11-year-old 'Rocket 88' is, according to her crew, "just now beginning to reach her potential."

ALL PHOTOS LATITUDE/ROB

the Moore 24 *Taz*, both of which briefly went on the rocks during wipeouts. According to Carl Bauer, who was crewing for son Erich on *Taz*, "We rounded down in New York Slough, and wrapped our kite perfectly around a cottonwood tree. So we got out of the boat, retrieved the kite, pushed off, and had it up again within five minutes!" *Barking Dog* wasn't quite as lucky, sustaining keel and rudder damage and opting for a DNF.

And so on and so on — we honestly don't know of even one boat that didn't spin out or flail at least once.

Another skipper named Moore — no relation to Bill — had quite the opposite experience that day. Veteran Wabbit sailor Colin Moore and his *Kwazy* pals, Don Teakell and Karina Vogen, won the race overall after just 6:13:24 on the course. Colin clobbered the fleet, beating the next boat, Mr. McGregor, by 10 minutes. It was a great race for Wabbits — who claimed seven of the top 12 spots — as well as a memorable one for Colin, who picked up an unprecedented third overall victory in the Ditch Run (previously he won in '94 and '95). "It was absolutely exhilarating!" he said. "We spun out a few times, and it was 'full firehose' stuff the whole way — wetter and colder than usual. There was more south in the breeze than normal, and all the reaching really favored us. We beat our best time by 45 minutes."

Kwazy sailed way over the Wabbit's 126 PHRF rating, and was the fourth monohull to finish after Shep Kett's SC 50 *Octavia*, John Oldham's Melges 24 *Sea Monster* and Bill Siegel's fire engine red

SC 52 *Vitesse*, which was loaded down with 20 people, including folk singer Ramblin' Jack Elliot. *Octavia*, sailing with a boatload of Santa Cruz rockstars, lowered the monohull record in the process, finishing first after just 5:34:58, but falling to third in class on corrected time. No one seemed too sure about the previous monohull milestone, which race organizers think was "set by a Melges 24 a few years ago."

"The 50 is a much faster boat than the 52 off the breeze," noted *Vitesse*'s Commodore Tompkins. "This doesn't bode particularly well for us in the Pacific Cup."

Santa Cruz sailmaker Dave Hodges turned in yet another masterful Ditch Run performance, planing away from the large Moore 24 contingent as he does each year. Dave and his regular Ditch crew, brother Doug and 12-year old nephew Will, finished in 6 hours, 56 minutes — 14 minutes ahead of the second Moore 24, *Wet Spot*, which in turn was ten minutes ahead of *Legs*. In the process, Hodges finished fifth overall behind a quartet of Wabbits. "I'm still really sore," he said. "That was the most work I've ever done in this race!"

biggest Ditch Run ever (135 boats). This year, the Challengers entered the race as the long distance portion of their nationals, but were stymied in the overall standings. After a full day of thrills and spills, the Challengers ran out of wind, not to mention favorable current, just short of the finish line. They limped home in a clump beginning at 10 p.m., just as a heavy downpour began.

Two thirds of the fleet was trailerable, and either hit the road that night after the steak/chicken barbecue, or after Sunday's 10 a.m. awards ceremony. The weather front that propelled the fleet to Stockton in record times fortunately passed through during the night, and boats which motored back to the Bay, such as *Yucca*, reported an easy nine-hour trip home. We took the 'Tompkins Tours' charter bus back to Sausalito Saturday night, a ride which Commodore organized for the *Vitesse* crew and anyone else who ponied up \$20. Like just about everyone else aboard, we were happy but totally thrashed, and slept soundly until we reached home.

DITCH RUN RESULTS

UNLIMITED MULTIHULL — 1) E-2, Tornado, Jay & Pease Glaser; 2) *Defiance*, Cross 50, Bill Madru; 3) #601, Prindle 19, Jot Fisher-Smith (7 boats)

MULTIHULL — 1) Gerri, F-27, Dave Martin; 2) Bad Boy, F-28, Gary Helms; 3) Ja Mon, F-25c, John Kocol. (6 boats)

LIGHT I — 1) *Sea Monster*, Melges 24, John Oldham; 2) *Smokin'*, Melges 24, Dave Oliver; 3) *Altolds*, 11:Metre, John Sweeney; 4) *Light Brigade*, Melges 24, Warren Davidson; 5) *Pacific High*, SOB 30, Don Snyder. (12 boats)

LIGHT II — 1) *Kwazy*, Wabbit, Colin Moore; 2) Mr. McGregor, Wabbit, Kim Desenberg; 3) *Bunny*, Wabbit, Jerry Keefe; 4) *Wet Bunns*, Bill Gardner; 5) *Hare Ball*, Mr. Hock; 6) *Motorcycle Irene*, Express 27, Will Paxton; 7) *Summertime*, Custom 24, Dennis Bassano; 8) *Windblown Hare*, Wabbit, Steve Bates; 9) *Jombo*, Wabbit, Jon Stewart; 10) *Shenanigans*, Express 27, Nick Gibbens; 11) *Swamp Donkey*, Express 27, Scott Sellers. (25 boats)

HEAVY I — 1) Puff, J/120, Gordy Nash; 2) *Yucca*, 8-Meter, Hank Easom; 3) *Octavia*, SC 50, Shep Kett; 4) *Je T'Alme*, J/42, Pal Nolan; 5) *Rocinante*, Express 34, Rob Magoon. (11 boats)

HEAVY II — 1) *Poco A Poco*, J/22, George Koch; 2) *Tallman Banana*, J/22, Gary Albright; 3) *Current Asset*, Islander 30 Mk. II, Bowen Family; 4) *Ditch*

Witch, Merit 25, Linda Purdy; 5) *Fast Freight*, Newport 30 Mk. II, Bob Harford; 6) *White Jacket*, Etchells, John Sutak; 7) *Three Ring Circus*, Olson 25, Dave McMurtry; 8) *Insufferable*, N/M 30, Peter Rookard; 9) *Argonaut*, Cal 2-29, Jim Garvine; 10) *Barking Dog*, Olson 25, Jeffrey Kroeber. (24 boats)

HEAVY III — 1) *Dog House*, Challenger, Mike Stefani; 2) *Moon Shadow*, Santana 20, Jim Faber; 3) *Jannies Run*, Santana 22, Scott Graham. (7 boats)

MOORE 24 — 1) Adlos, Dave Hodges; 2) *Wet Spot*, Mike O'Callaghan; 3) *Legs*, Lester Robertson; 4) *Kamikaze*, Mike Fink; 5) *Free Fall*, Fred Cox; 6) *Snafu-U*, Mary Berryman; 7) *Gruntled*, Simon Winer; 8) *Half Off*, Tom Carlon; 9) *Great Pumpkin*, Jim Maloney; 10) *Mercedes*, Joel Verutti. (24 boats)

CHALLENGER — 1) *Diablo*, Greg Goodman; 2) *Gunga Din*, Jan Grygier; 3) *Unnatural Act*, Steve Bahnsen. (8 boats)

CRUISE (one hour motor allowance) — 1) *Paln-killer*, Morgan 45-5, Ron Landmann; 2) *Dalliance*, Lancer 36, George Robinson; 3) *Poker Bay*, McGregor 25, Bill Goldfoos. (8 boats)

OVERALL — 1) *Kwazy*; 2) Mr. McGregor; 3) *Bunny*; 4) *Wet Bunns*; 5) *Fatuity*; 6) *Hare Ball*; 7) *Sea Monster*; 8) *Motorcycle Irene*; 9) *Wet Spot*; 10) *Summertime*; 11) *Windblown Hare*; 12) *Jombo*; 13) *Shenanigans*. (124 boats)

Also deserving a mention was Greg Goodman, who steered *Diablo* to victory over an eight-boat Columbia Challenger fleet. Last year, a Challenger named *Unnatural Act* was the overall winner of the

Altogether, it was one of the finest afternoon sails we've had in a long time — no fear, no loathing and, by popular consensus, the best Ditch Run ever.

— latitude/rkm

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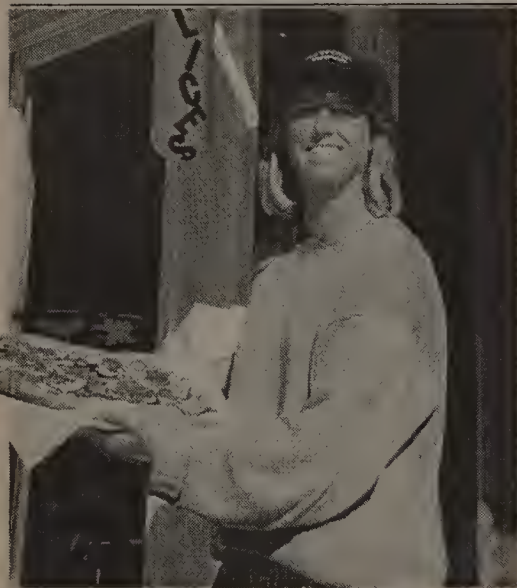
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RACY LADIES

Women's sailing has come a long way in the past decade. We've seen the first (almost) all-women's America's Cup



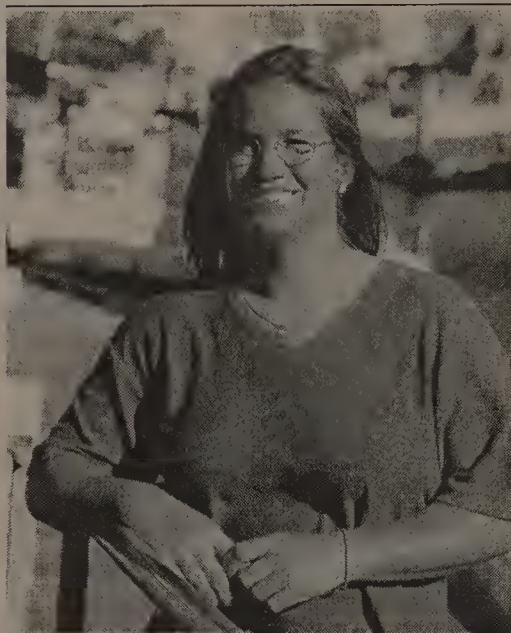
LatTUE/ANDY
Melissa Purdy.

team competing with the boys in that fabled race, and all-women crews have successfully competed in the grueling Whitbread Round the World race. Women skippers and crew have held their own in boats ranging from 470 dinghies to One Design 48s. Dawn Riley, who's transplanted herself to the Bay Area but whose sailing roots run back to Michigan, has become the first CEO of an America's Cup campaign, ably guiding her *America True* syndicate toward New Zealand in 2000.

We figured it was time to highlight some of the Bay's more notable female sailors, especially since they rank on the global stage as well. Here's a look at four local heroines who can match tacks and jibes with anybody, regardless of gender.

Melissa Purdy, 28, learned to sail at the San Francisco YC junior program starting when she was 11 years old. Her circle of sailing friends included other future stars such as Bart Hackworth and Gordon Clute, as well as her brother Tom Purdy. As she progressed through high school, Melissa broadened her view, competing in national events, especially the US Sailing Youth Championships in Connecticut and Texas. Her results weren't memorable, but she says the socializing certainly was!

College took her to Rhode Island, where she blossomed as a sailor on Brown University's outstanding sailing team of the early 1990s. With teammates like



LatTUE/ANDY
Liz Baylis.

Mike Zani and Kevin Hall, All-American Melissa helped Brown win intercollegiate sailing's coed dinghy (CONFIRM) trophy during her senior year. She lingered a few summers on the East Coast, teaching sailing in Jamestown, Rhode Island, and campaigning a J/24 in the hot local fleet. By 1994, she was skippering her own J/24 on the Bay, a boat she shared with brother Tom and which still carries the charming name of *Small Flying Patio Furniture*. Melissa can't give any rational explanation as to its meaning other than she borrowed it from one of her Brown teammates who once had a dinghy by that name.

Melissa's skills became evident as she campaigned for the 1994 J/24 Worlds. She earned a berth at the event by winning the district championships in Seattle. Out of 50 boats at the Worlds in Australia, she placed 13th. Sandwiched around that result were a couple of top ten finishes, including a third, at the Rolex Cup for women from all over the world. The latter results earned her the chance to try out for *America*³, Bill Koch's all-female

effort at the America's Cup. Melissa won a spot and helped Bay Area coach Kimo Worthington set up their San Diego training camp. She spent the next year on the

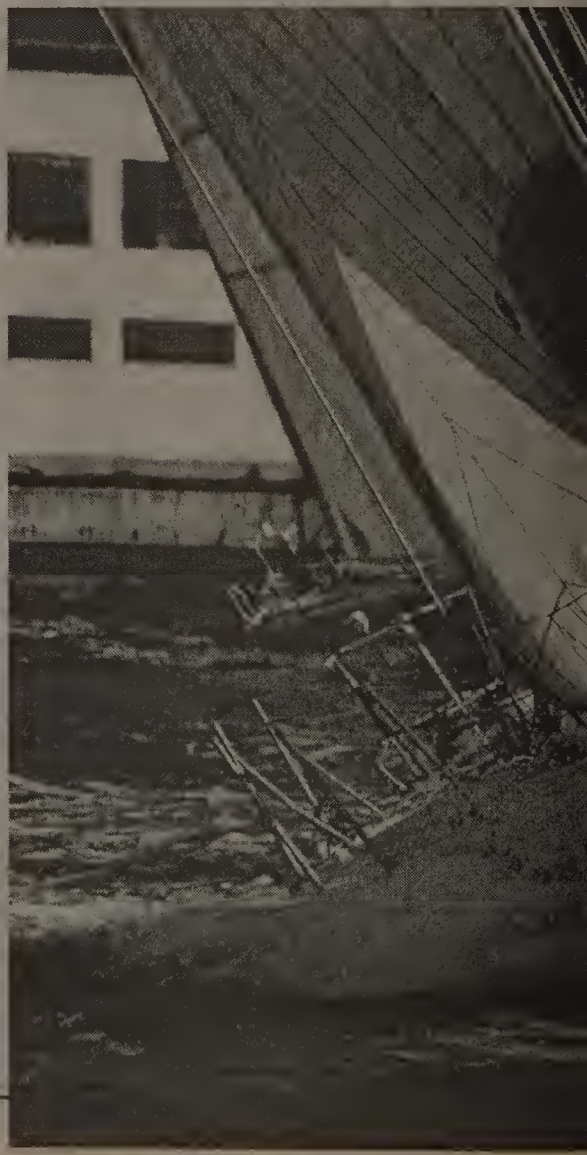
project. "It was a great experience," she says. "There's nothing better than being coached and paid to do the sport you love."

Starting as a jib trimmer, Melissa eventually moved to the mainsheet position, which she maintained through the tumultuous defender trials. Through all of the ups and downs of the syndicate, includ-

ing the last minute replacement of tactician JJ Isler with a man, Melissa says she kept her focus on the sailing and stayed out of the politics.

In retrospect, she says, "I was glad to have the opportunity to sail at the America's Cup level. But I wasn't all that impressed by the fact that we were all women. I'm used to sailing with guys on the J/24. Men bring experience and strength to any boat — and the conversations are more fun when they're around."

Match racing became a top priority for Melissa following the America's Cup. She did mainsheet and tactics for some of her A³ teammates, including Court-enay Becker-Dey, Dawn Riley, Hannah Swett and JJ Isler. She began to dream of the Olympics, where preliminary plans were made for a women's match racing event. When that idea died in November, 1996, Melissa lost interest. "I



*"If you went sailing,
you could get out of doing
just about any chore
around the house."*

liked match racing, but I really needed a goal," she says.

The real world was also beginning to encroach on her full-tilt sailing lifestyle. She started looking for a job. At the same time, she was considering sailing in the Whitbread aboard the all-women *EF Education* sloop from Sweden. Becker-Dey was her ally in the program, but when Courtenay left, Melissa was reluctant to sail around the world with a skipper she didn't know. She didn't completely close the door, however.

Last summer, an opportunity to manage Waypoint Pizza in downtown Tiburon opened up and Melissa took it. "I thought maybe I could run my own business and take time off to go sailing," she says. "It's possible, but it takes a lot of planning." A case in point was her 18-day trip aboard *EF Education* for the Brazil to Florida leg of the Whitbread. She drove a great deal

Liz Baylis is a regular on Dawn Riley's hot 1D-48, shown here on her way to a division win in last year's Big Boat Series.



LATTUE/ROB

'Small Flying Patio Furniture' (right foreground) leads the pack at the '97 J/Fest Regatta.

of the race and liked the boat, but she found the intensity onboard wasn't what she expected for a world-class race. "Maybe they were just burned out," she suggests.

Back on the Bay, Melissa jumped back into her J/24 program in a big way. This month, she'll be competing in the Worlds, which will be contested on the Berkeley

Circle July 16-24.

"I don't see myself in the restaurant business forever," she admits, "but right now it's my major focus."

Liz Baylis, 34, comes from one of the most successful sailing families in the Bay Area. Her father Derek was an ocean and Bay racing demon 20 years ago with his home-built 33-foot *Molly B*. Liz and her brothers Trevor and Will grew up on the boat and the family pursued the sport with ardor. "We learned quickly that if you made a commitment to go sailing, you could get out of doing just about any chore around the house," says Liz with a smile. Trevor went on to achieve considerable success in boardsailing and Will won a silver medal crewing for John Kosteki at the 1988 Olympics in Korea.

The Baylis kids were part of the Belvedere Cove sailing gang, which also included folks like Zack, Ethan and Ruth Berkowitz and Gordy Clute. Surrounded by role models like champion racers Susie Klein and Susie Madrigali, for a long time Liz never realized that gender was even an issue in the sport.

In high school, Liz competed in swimming, soccer and volleyball, but her heart was out on the water. In the late 1970s she taught sailing at San Francisco YC. She sailed dinghies through school, including her undergraduate days at UC Berkeley, but then graduated to big boats. As a regular crew for Chris Corlett, she campaigned on various keelboats in Bay and ocean races. She also became known as "the guy with the high voice" whenever anyone wondered why she was in the St. Francis' grill room back in the days when women weren't allowed before 6 p.m.

Liz has always been an active sailor, with a sailing resume that goes on for pages. During the 1980s she served as trimmer and tactician at major regattas like the Olson 30 and Santana 35 Nation-



LATTUE/JR

RACY LADIES

als. She was also a regular in the competition for the Adam's Cup, although she never found it easy to adjust to the East Coast boats often used in the finals. "Eventually I realized it wasn't worth the time and money trying to win in that series," she says.

After working a few years as a public health microbiologist for the state of California after her graduation

from UC Berkeley in 1985, Liz took an offer from the World Health Organization to set up AIDS testing labs in Sudan starting in May, 1988. The six-week assignment stretched into three years, including two years in south central Africa writing AIDS control action plans. "For my career, Africa was an incredible experience. I learned how to become a manager and a teacher and how to deal with bureaucracy," she says. Living as a single

expatriate in Lilongwe, the capital of Malawi, however, left a lot to be desired.

"By the time my tour of duty expired in 1991, I was ready to come home," she adds.

Her career in biology continued, and her sailing resumed with gusto. Her main

ride for the past five years has been on Glenn Isaacson's Express 37 *Re-Quest*, where she's served as tactician. "Glenn has really supported my taking on more responsibility," she says. Other doors have opened as well, such as the chance to skipper a Santa Cruz 50 in the most recent TransPac. Last year she also won the

'Sayonara' at the '96 Big Boat Series. The globe-girdling 78-footer is the boat to beat in the maxi class.

US Women's Challenge, a national invitational race sailed in Catalina 37s in Southern California. Since last August she's been a regular on Dawn Riley's One Design 48 and plans to be a key player in the *America True America's Cup* effort out of the San Francisco YC.

There are other details to work out before that, though. Late in June, she wed Todd Hedin, a fellow member of the *Re-Quest* gang to whom she became engaged after the 1996 Pacific Cup. Their honeymoon will take them back across the Pacific in the same race this year, although Todd will be aboard the J/120 *Puff* and Liz will be on the Santa Cruz 52 *City Lights*. "Kame Richards, who'll be with me on *City Lights*, looks forward to landing in Hawaii and telling Todd what a great honeymoon I had with him!" she laughs. Actually, the newlyweds will retire to an

*"The conversations
are more fun when men
are around."*

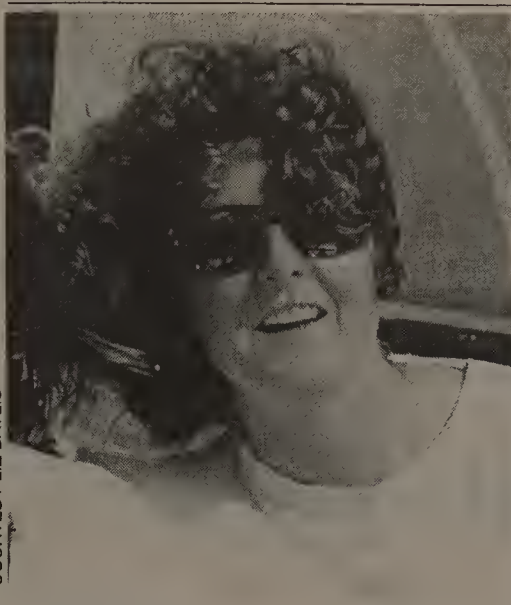


undisclosed Oahu getaway for a post-race celebration of their own.

Melinda Erkelens, 34, is a product of the Richmond YC junior program. Growing up in the East Bay, she also sailed on Lake Merritt in Oakland. Her fondest memory of the latter was owning the first El Toro that Tom Wylie ever built. By the time she got it, the 8-footer weighed about 50 pounds more than everyone else's. "I always had to ask for help getting it in and out of the water!" she says.

Another Wylie effort also played a big role in Melinda's sailing career. In 1982, her father Gene Groen bought a 24-foot Wylie Wabbit to replace the family Cal 27. Melinda and her brother John, who's two years older, became "weal Wabbit wunderkinds," sailing mostly with the boat's

COURTESY LIZ BAYLIS



Melinda Erkelens.

builder Kim Desenberg in regattas all around California.

Sailing was a summertime activity for Melinda during high school, where she was active in the volleyball, softball and basketball circuit. At UC Berkeley, she focused on racing, and by her senior year she was skippering. "Driving really is the most fun," she says, "especially after you crew on an FJ for a while and your legs get totally bruised!"

Yet another Wylie connection led Melinda to meeting her future husband, Bill Erkelens, in 1985. Her mother worked at North Coast Yachts, which did much of the work on *Lois Lane*, the custom Wylie 40 racer then owned by Bill's father. Melinda was invited aboard to do the mast and Billy was on the bow. Something obviously clicked and a year later they started dating. They also bought another Wabbit together and became quite a fearsome team in the one design class.

Melinda branched out to ocean racing, sailing her first Pacific Cup to Hawaii in 1986 on the Nordic 40 *Wild Goose* with Jim and Sue Corenman. About the same time, she began studying law at UCSF and took her bar exams in the summer of 1990. Shortly thereafter she and Billy got married. She continued to sail while working for a downtown law firm for the next three and a half years. Her superiors couldn't quite understand her frequent requests for time off. "I just never really fit in with the aspiring lawyers and judges," she says.

In 1993, she and Billy found some partners and bought *Moonshine*, the 26-foot home-built ultralight that they saw as the perfect doublehander for the 1994 Pacific Cup. The two of them stripped and

redid the hull and deck — and blitzed the entire fleet. Out of 60 boats, including the fully-crewed variety, they were third to



LATITUDE/ROB

Sally Lindsay Honey and friend.

finish in 11 days and 9 hours, easily putting them in first overall.

"That was the most fun ocean race I've ever done," she says unequivocally. "We lucked out with a windy year and since we got there early we made it to all the parties. Sometimes we think about doing it again, but then we realize it could never be as good as that."

After another short stint working in her father's law office, Melinda realized there might be another way to make a living. At the time, Billy was getting some interest in working for Silicon Valley software maven Larry Ellison as captain of his 80-foot maxi *Sayonara*. Melinda put her name in the ring as well, and the two of them were hired early in 1995.

"At first we thought I'd be the administrator and Billy would spend some time working on the boat," she says, "but we soon realized that each of us would be spending all of our time organizing the shipping of the boat around the world, getting insurance, moving two 40-foot containers with all our support gear, organizing the logistics for 24 crewmembers, making changes to the boat and figuring out our handicap. It's a non-stop job."

Melinda describes herself as the den mother of all den mothers. In addition to making sure everybody has what they need, she and Billy run the pit while they're racing. And, oh yes, did we mention that she's a mother, too? One-year-old Josh has a mellow disposition and travels extremely well, according to Melinda. She and Billy have vague plans for another prodigy, "but there's nothing in the works yet."



LATITUDE/JR

RACY LADIES



COURTESY SALLY LINDSAY HONEY

Working in the high testosterone world of Ellison and sailors like skipper Chris Dickson has been quite enjoyable, albeit exhausting, for Melinda. Ellison, she notes, is great to work for and he's becoming a better sailor all the time. "He steered us to two great starts today," she reported from the recent Maxi World Championships in Rhode Island.

Melinda's only complaint is not getting to sail enough herself. She did help Colin Case win class honors in the 1996 Pacific Cup on *Requiem* and she crewed for Dawn Riley's One Design 48 at this year's Key West Regatta. This month she's squeezing in the Pacific Cup aboard the Schumacher 46 *Surprise* before jetting back to the Great Lakes to take *Sayonara* on the Chicago-Mackinac race. The boat will be on the Bay for the Big Boat Series in September, and then it's off to Australia for the Sydney-Hobart race at the end of the year. Whew!

Sally Lindsay Honey, 54, has been one of the country's top sailors, male or female, since the early 1970s. She took to the water early, sailing the family 8-Meter on Lake Michigan in her early youth. Her family, including three sisters and a younger brother, moved to Philadelphia in 1954, where they campaigned the 8-Meter before trading it in for the 45-foot New York 32 *Proton*. Of her siblings, Sally took sailing the farthest, although her sister, Sue Neal, was the race committee chairperson during the last America's Cup in San Diego.

On her own, Sally sailed Sunfish recreationally. It wasn't until she finished her anthropology degree at the University of Pennsylvania and relocated to Boston as a research assistant that she began to seriously study the sport. Her classroom was the Charles River, where she spent summers singlehanded a Tech dinghy in races against the collegiate sail-

Sally Lindsay (steering) at the 505 Worlds in Australia in 1983.

ors from MIT. One of her competitors was Mark Lindsay, with whom Sally became involved. The two decided to pool their talents and bought a 505 dinghy.

Gender roles being different then than they are now, Sally assumed the crew position while Mark, who tops out at six and a half feet, manned the tiller. Their results were respectable, but hardly what they desired. In 1970, they travelled west to Santa Cruz for the 505 Worlds and ended up 43rd. "We realized at that point that something was wrong," says Sally. After switching positions, their results improved dramatically, culminating in a string of firsts in East Coast events. In 1978, they won the North American title. Sally also won the Adams Cup, the North American women's championship series, in 1972 and was named the Martini and Rossi (now Rolex) Yachtswoman of the Year in 1974 and 1975.

On the home front, there was an extra mouth to feed. Son Tamsin arrived in 1972. Mark was building 505s at that point and Sally decided to become a sailmaker. At first she learned the trade simply because they couldn't afford to buy new sails. Eventually she set up her own business, sewing sails in her basement. In 1975, she was offered a job at North Sails in Connecticut and became one of their dinghy/one design gurus.

The soap opera of life did not leave Sally untouched. While working at North, she met Stan Honey, a Yalie with "nice blue eyes" and the expertise to fix her ailing Volvo. The two lived together, but sailed on different 505s. Sally, in fact, was still paired with Mark, which made for some interesting tactical decisions on the race course.

In 1979, Stan got a job at the Stanford Research Institute and Sally moved west

with him. She open the Spinnaker Shop in Palo Alto, specializing in dinghy sails. Orders for bigger boats began to roll in, as did special requests for several Silicon Valley projects, including heat shields for satellites, kevlar straps for space shuttles and other oddities. After a while the "other" category in the Spinnaker Shop's income ledger overtook sailmaking and Sally incorporated as Precision Technical Sewing. The Spinnaker Shop now accounts for about 10% of her business. "Making sails is fun, but it's not the way for us to make money," she says.

Sailing became more recreational for Sally again. She and Stan bought an old Cal 40, *Illusion*, and completely refinished it with an eye for both racing and cruising. After sailing on other boats in the 1992 and 1994 Pacific Cup, Sally joined forces with Stan to win the 1996 version overall. Afterwards they took off on an extended cruise to the Northwest. They had so much fun exploring Vancouver Island they left the boat up there for the winter. Last summer they went back for a four month trip up to Glacier Bay before sailing home to San Francisco. She says they're now contemplating competing on the HDA circuit with a full crew. "We've been doublehanded for the past eight years and it's time for a change," she says. If things work out, they'd like to eventually cruise around the world.

As for the issue of women-only sailing projects, Sally says there are arguments in favor of both sides. For beginners, sailing only with women can be a great way to learn the basics without the intrusion of gender issues. Once you get into competition, however, the real juice is in co-ed events. Weight and strength are issues for women, but not always insurmountable ones. On the 505, for example, Sally rigged a 5:1 mainsheet system. "Even so," she admits, "there were times on our marathon races from San Francisco to Palo Alto when my pumping arm would give out!"

There are, of course, other notable women sailors on the Bay. Many, like the four highlighted here, have been at the forefront of women's sailing since it began to gather steam back in the early 1980s. With new milestones yet to be reached, it's reasonable to expect that women sailors from the Bay Area will be among the vanguard that leads the way.

— shimon van collie

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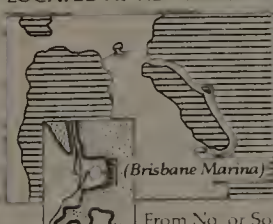
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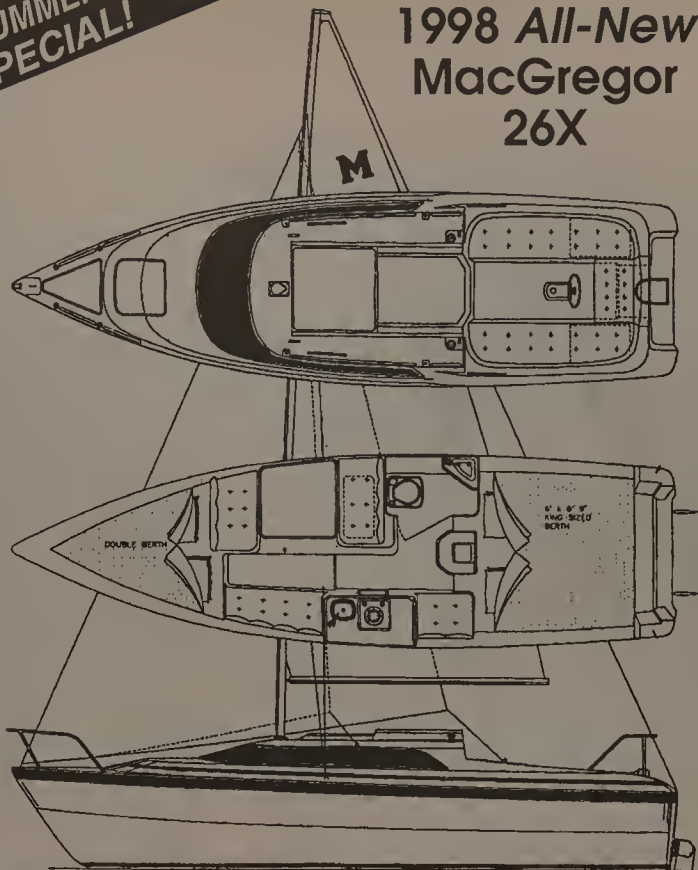
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DELTA DESTINATIONS

Longtime Delta residents say the official summer season doesn't really start there until July 1. That was especially true this year, as the same miserable, cold, wet winter that hit the rest of the state kept even diehard Delta boaters at the dock until just a few weeks ago.

"The river traffic hasn't been very good," says Janet Arzamendi of Herman and Helen's Resort, located on Little Potato Slough just off the San Joaquin River. The good news, she says, is that the thundering rains this winter flushed out the sloughs of the Delta thoroughly. Also, the combination of cooler weather (okay, cold weather) and strong river flows have kept the algae from blooming, making the waters much less green and more inviting than last summer.

Last summer's Delta cruisers got to update their charts, especially up in the Meadows area near Walnut Grove and in selected spots along the San Joaquin River where normally navigable water became wading pools at low tide and enough driftwood broke loose to keep Pacific Lumber in operation and out of the courts.

But even though a lack of serious flooding left the mudbanks pretty much where they were last year, the rivers are running a lot stronger than normal this

Getting There

For most people, the annual summer pilgrimage from the Bay to the Delta starts early in the morning. Catch the beginning of a flood tide and ride it all the way from the Bay up into the reaches of the Delta. With prevailing winds it's either downwind or a broad reach. On our 40-ft ketch, *Sabbatical*, we plan an intermediate overnight stop in Vallejo at the city harbor for a last civilized meal at the Sardine Can restaurant before heading the next morning to one of our favorite anchorages.

Often it's a debate on whether to stop at Vallejo or Benicia, since the latter also offers a great evening out with lots of choices of restaurants — and a last stop at a Safeway. But the captain's choice usually prevails because of the very protected, easy-to-dock-at concrete fingers at the City Marina in Vallejo. Yachtmasters' chandlery, located next to the city marina, is also available to fix whatever's broken between our slip and Vallejo Marina.

If you want to highball through to a Delta anchorage, the trip can easily be made in a day, provided you plan carefully



Perhaps the most rewarding part of the trip for sun-seekers — besides the almost guaranteed downwind run — is the 'de-layering' experience. We almost always start out in foul weather gear on the Bay, shed the jackets somewhere in the middle of San Pablo Bay, and by the time we get to Suisun Bay, bathing suits and sunscreen are going on. At about Pittsburg, the temperature starts hitting the 80s and 90s, and that's pretty much where it will stay during daylight hours on the Delta for the rest of the summer. Our most memorable trips usually include getting out the deck chairs and the cold beers while still running downwind at 6 knots or so.

But don't get too complacent. Suisun Bay marks the beginning of where you have to start paying close attention to navigation. The water outside the channel markers can be very shallow all over the Delta, and running aground on soft Delta mud is almost a rite of passage for even the most experienced Delta sailors. Shorebirds standing ankle deep are a dead giveaway about water depth, but referring regularly to a good set of charts — road maps don't work; trust us on this — are critical to a successful Delta adventure.

The Delta really begins at Pittsburg, which is also a major fork in the road decision-wise for a Delta cruise. The channel splits into the San Joaquin River to the east and the Sacramento River to the northeast. Both have good destinations.

Cruising the Sacramento

If you take the Sacramento River option, you do a long curving "S" with the channel, eventually turning nearly dead



time of the year.

The only blessing about El Niño is that the mosquitoes haven't hatched yet, but expect a late explosion. "I think it could be horrible the first couple of weeks of hot weather," Arzamendi says.

Bugs or no, this could well be the 'year of the Delta' for local boaters — a celebration of a summer that has finally arrived.

Toys are a big part of the Delta experience, as is devising new ways to play with them.

to have the tide with you. Not having the tide makes for a long day and a crabby crew, particularly if you start fighting an ebb in the Carquinez Straits and have to delay cocktail hour because you didn't reach an anchorage on time.

— ROLLIN' ON THE RIVER



A typical Delta raft-up, this one at Decker Island. Cozy enclaves like this can be found all over the Delta.

north toward Rio Vista. Along the way, you'll pass several beaches filled with windsurfers on the weekends. They love to zoom close to cruising boats headed up the river, so have your cameras ready but don't get overly alarmed at how close they come. I've only had to dislodge one novice from *Sabbatical's* bow pulpit in 12 years of Delta cruising.

Several miles further north, you'll come to an excellent if windy anchorage at Decker Island, near Three Mile Slough Bridge. You'll find a dozen or so cruising boats there on weekends, but during the

week, even in summer, you might be the only sailboat — a phenomenon which seems to be the rule rather than the exception at many Delta anchorages. Decker Island has several hundred yards of tidy beach at low tide, complete with a rope swing from a huge oak tree. It's a favorite stop for anyone with kids aboard or the young at heart. The water is deep fairly close to shore, so it's possible (and suggested) to snug up quite close when the winds howl. And they do howl. One night last year *Sabbatical* unwisely anchored midchannel to be close to a buddy boat, and sat out 35 knots gusts until dawn.

While *Sabbatical* usually snugs in and throws out a bow anchor, back when we had a smaller 26-footer, we usually tied

to a tree on shore and threw out a stern anchor. Either way, we've never had an anchor drag at Decker Island. But avoid anchoring near the dredge that's usually parked downstream of the rope swing. Delta veteran Paul Cahill has successfully snagged *Xanadu's* anchor on the dredge's mooring cable on several Delta excursions.

From Decker Island, Rio Vista is only a few miles to the north. 'River View' is home to the best (and only) general store in the area. Lira's Market will never be mistaken for Mollie Stone's in Sausalito, but is utilitarian in preparing you for a few days of quiet in the sloughs to the north. Lira's is a mile or so from the city's public dock, which is secure but exposed. Just look for the dock with the black truck tires for fenders. If the wind is really howling and the tides are pushing *Sabbatical* onto the dock, we abort the mission or send in the crew via dinghy.

For pure entertainment, or maybe shock value, Rio Vista is also the home to the famous Foster's Bighorn bar and restaurant, the walls of which are adorned with trophy heads of hundreds of game animals, some now nearly extinct. It's a must-see for at least a quick beer.

A better choice of restaurants, if you have a vegetarian among the crew, would be the Pizza Factory, also on Main Street. When *Sabbatical* has been out at anchor for days, we sometimes indulge ourselves with a quick cell phone call to order a pizza and calzone to go, dispatching the crew to bring it down to the boat for consumption upriver. For those experiencing Mexican food deprivation, Bob and Nancy Haussler on *Swan* (formerly owned by world cruisers Diana and Kellogg Fleming) highly recommend Maria's, farther down



LATITUDE/ROB

DELTA DESTINATIONS

the road from the Pizza Factory on Highway 12.

North of Rio Vista, past the vertical lift bridge, you hit another fork. Go one way and you stay on the main channel of the Sacramento River. Go the other and you enter Cache Slough. This latter option features numerous anchorages to the north, including a sailboats-only anchorage several miles past Hidden Harbor at the confluence of Cache and Steamboat Sloughs.

To get through the Rio Vista Bridge — or any other movable Delta bridge — call the bridge on Channel 9, or offer one long and one short toot on an air horn. If you use the radio, the bridge tender will come back to you with a "stand by", or sometimes, "please start your engine."

The north end of Steamboat Slough is another popular anchorage where, when you arrive, veterans will quickly tell you to put down a bow and stern anchor — as well as a third anchor or line toward shore to keep you firmly set. Be advised that the property owner on the north side of the channel discourages boaters from tying to trees.

The river currents in Steamboat and the Sacramento River can be overwhelming. This year as late as mid-June, the water was still churning at close to 5 knots at ebb tide, with no discernible slowing during flood tides, because of releases from the dams on the Sacramento, American, and Feather Rivers. ("This spring it was sinking our 5 mile per hour buoys," noted Hidden Harbor owner Scott Kaufman.) The water in Steamboat is kept very fresh by this flow, one reason several dozen cruisers spend the whole summer there in the shade of the trees.

A trip up Cache Slough to a place called French Island is the ticket if you want real privacy. There are a few houses on the island surrounding a small cove, but very



few boats make their way just to the north where there's lots of wildlife and good holding. *Sabbatical* has spent many a sunrise watching a very shy family of beaver splashing and playing on a low tide, but unfortunately, as the river changes, the wildlife moves as well. We missed seeing beaver anywhere on the

The globe-girdling ketch 'Swan' currently calls the Delta home as her owners ready for another world cruise. Note the full-length sun awning.

Delta last year.

Blackberry bushes abound there, as in much of the Delta. As inviting as the small U-shaped cove with the houses looks, do not try to take a sailboat through there, even to gawk. *Sabbatical's* crew got several hours practice in the use of kedging there a couple of summers ago. The water is only about two feet deep at low tide. But it's a great place to take your kayaks and dinghies.

If you opt to keep heading up the main channel of the Sacramento, there are few places to anchor, but commercial marinas are available in Isleton, Walnut Grove and Clarksburg. They afford great 'parking places' while you visit many other interesting spots such as the historic town of Locke, originally built and occupied by Chinese settlers. The historic Ryde Hotel has a guest dock, too, which you can overnight at if you have dinner in their restaurant. But call first to make sure you can have the space if you want to



— ROLLIN' ON THE RIVER



overnight. It's possible to travel all the way to downtown Sacramento via this route, but it makes for a very long, hot day of motoring against increasingly strong

Cruising the San Joaquin

If you decide way back in Pittsburg to take the other fork and cruise the San Joaquin River channels, the good news is that there are many good anchorages all the way to Stockton. The bad news is that everyone knows it, and some of the popular ones are, well, too popular with the jet ski crowd on weekends.

The granddaddy that most Bay Area cruisers head for is Potato Slough, just past the San Joaquin's intersection with the Mokelumne River. From the main channel you can usually spot a forest of sailboat masts on your port side, but don't pass it up assuming there's a crowd. Like Steamboat Slough on the Sacramento, many sailors take their boats up early in the season, throw out a stern anchor, tie the bow off to a favorite tree and leave their boats there for the summer. They dinghy in on Fridays and dinghy out Sunday evening. We anchored once in Bedroom One (the first of three 'Bedrooms' anchorages in Potato Slough) with a dozen or so other sailboats. But only one was occupied by a cruiser. He was keeping an eye on the neighboring boats for friends.

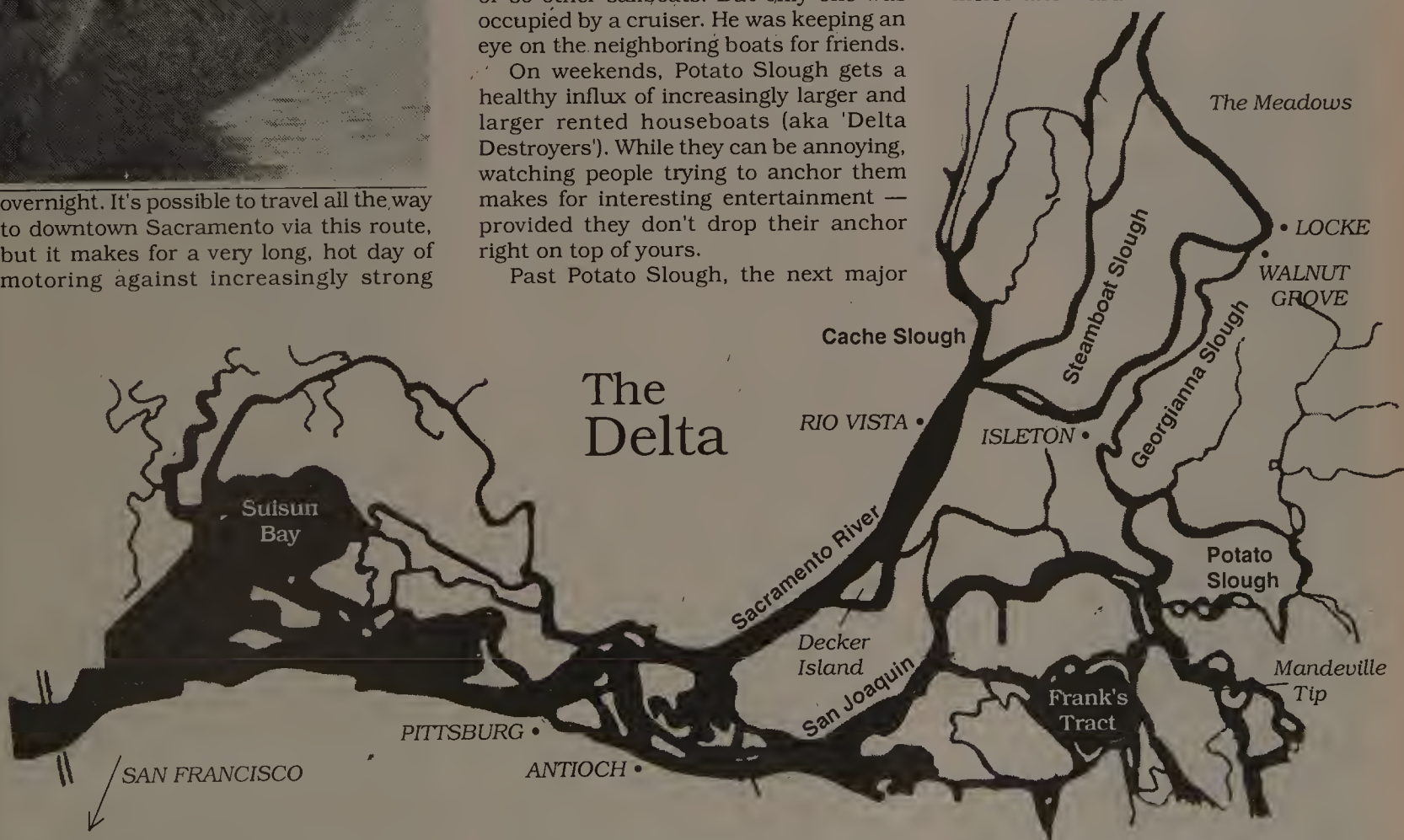
On weekends, Potato Slough gets a healthy influx of increasingly larger and larger rented houseboats (aka 'Delta Destroyers'). While they can be annoying, watching people trying to anchor them makes for interesting entertainment — provided they don't drop their anchor right on top of yours.

Past Potato Slough, the next major



It's hard to imagine a Delta trip without a stop at Al the Wop's in downtown Locke. Those are dollar bills stuck to the ceiling.

scene of the most raucous Delta event of the year. Over a thousand boats of every shape and dimension pack the Mandeville Tip area to view the Fourth of July Fireworks display put on traditionally at about 10 p.m. that evening. The fireworks are always well worth watching, as is the meleé afterward when half of the boats



currents all the way to the city docks at Old Sacramento.

anchorage is Mandeville Tip, a wide-open area with plenty of swinging room except around the Fourth of July when it is the

all try to leave at the same time. Be ready with your fenders when the fireworks end. Another interesting anchorage — this

DELTA DESTINATIONS

one with a sandy beach — is Three River Reach, a short mile east of Mandeville Tip. The water in Three River Reach is shallower and a little warmer than Mandeville, and at low tide, there's even a beach at the south end. This area, especially down near the beach, requires some careful navigation.

Further down the river is Tinsley Island, summer home of the St. Francis Yacht Club, and Lost Isle, a no-holds-barred party island that rocks on weekends with wet T-shirt contests during its calmer moments. It's worth a look if you travel that far down the San Joaquin. You can try tying to their docks, but the *Sabbatical* crew usually dinghies in for lunch or one of their highly-touted Mai Tais. As part of an ongoing renovation, Lost Isle now provides ferry service from nearby Tiki Lagoon Marina, so it could be much more crowded during the week



than in past years.

Delta Basics

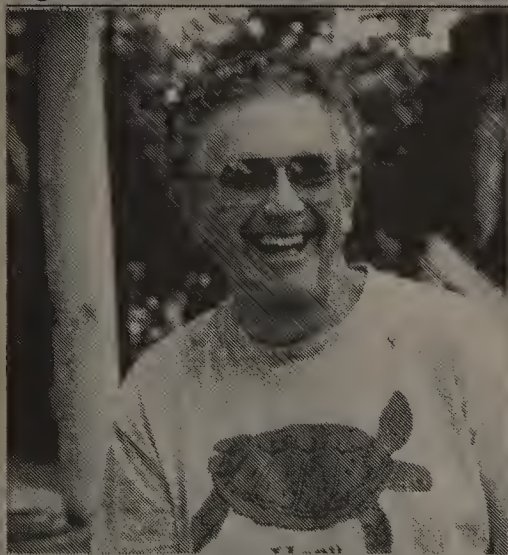
If you're planning on escaping the Bay fog this summer for a Delta adventure, you'll need to do a little advance planning. Too much sun will be your main concern, so the first item on your 'must-take' list is a sunshade. Most summer days in the

Heavy-duty awning, umbrella, windscoop and deck chairs — sure signs of a Delta veteran.

Delta the temperatures hit the 90s if the wind's blowing, and if it's not, 100 degrees or more is not unusual. Veteran Delta dawgs carry elaborate canvas sunshades with collapsible metal poles that look as though they require an engineering degree to put up. For the rest of us, a simple

DIALOGUES WITH DELTA DAWGS

Among the many appeals of the Delta — and the best sources of 'local knowledge' and local color — are the veteran



John English of 'Coast Starlight.'

Delta cruisers. These are the people who have been going up to the Delta for years and know the ins and outs of the more than 1,000 miles of waterways there. They can be found both at the popular anchorages and the not-so-crowded ones, and can usually be spotted by their varsity sunshade rigs and 'built-in' appearance. Here are a few we ran into this year.

John English has been bringing his Morgan 38 *Coast Starlight* to the Delta for the last eight summers, mostly to the head of Steamboat Slough, across from Steamboat's Resort, a private resort and former commercial marina. During the

rest of the year, *Coast Starlight* is berthed in Emeryville.

"I like it here because it's quiet, and the current keeps the water pretty clean," says John. "So whatever you do, tell people it's horrible up here, just terrible."

For the past six years, English has done the first half of YRA's Vallejo Race. Then instead of slogging back through San Pablo Bay, he heads east and enjoys the summer and usually a good part of the fall, the nicest season in the Delta, he says.

His favorite spot, not surprisingly, is Steamboat Slough, but he recommends Georgiana Slough for cruisers, too.

When **Bob and Nancy Haussler** sold their 30-foot *Baba Drummer* and bought *Swan*, the 50-foot Garden ketch built and cruised around the world by Kellogg and Diana Fleming, they thought their Delta cruising days were over. The Hausslers, along with son, Andy, had sailed several summers from berths in Vallejo and Sausalito to the Delta aboard *Drummer* and an earlier smaller vessel, *Steadfast*, many times to enjoy the summers.

"But when we got *Swan* we realized the Delta would be the perfect place to get her ready for another world cruise," Bob says. The Hausslers moved *Swan* last year to Hidden Harbor Marina for the refitting. Their world cruise is a couple of years away.

This month the Hausslers will be missing the Delta, too, while they crew on *Canvasback*, the 71-foot aluminum catamaran that offers medical assistance to



Bob and Nancy Haussler of 'Swan.'

poor South Pacific islanders. Bob and Nancy will help deliver the big cat back from the Marshall Islands to the Bay Area. Nancy will be the ship's cook. Bob will be working crew.

Jim and Jackie Winkel of San Mateo were fixtures around the Bay in their 32-foot Fuji ketch, *El Viento*, back in the early 1980s before disappearing into the Delta 12 years ago. They landed at Hidden Harbor Marina where they now keep the boat year round.

"We love the bay, but we kept coming up here to enjoy the quiet," Jim says. *El Viento's* 4 1/2 foot draft makes it great for exploring the northern Cache Slough area and Prospect Slough, two of the

— ROLLIN' ON THE RIVER

ALL PHOTOS MICHAEL FITZGERALD
EXCEPT AS NOTED

tarp thrown over the boom will work. How simple? *Sabbatical's* first mate usually makes a quick trip to a thrift shop for bedsheets, and sews together a 'disposable' sunshade designed to last exactly one season. Some boats also use the mesh fabric common in plant nurseries to good effect. (For those interested in a having a more durable sunshade built, canvasmakers also carry a marine version of this mesh.) As well as protecting the crew from heat stroke and sunburn, sunshades also keep crew from burning their feet on the decks and keep below-decks temperatures bearable.

The second item you must take is a good brand of sunscreen — no matter what you have been reading in the debate

Winkels' favorite weekend spots. Showing the adaptability of Delta vets, this past year Jim and Jackie removed *El Viento's* mizzenmast during a haulout — and decided to leave it out for the season. *El Viento* sails fine with just a main and jib, "and it's a lot easier to keep my sunshade straight," Jim says.

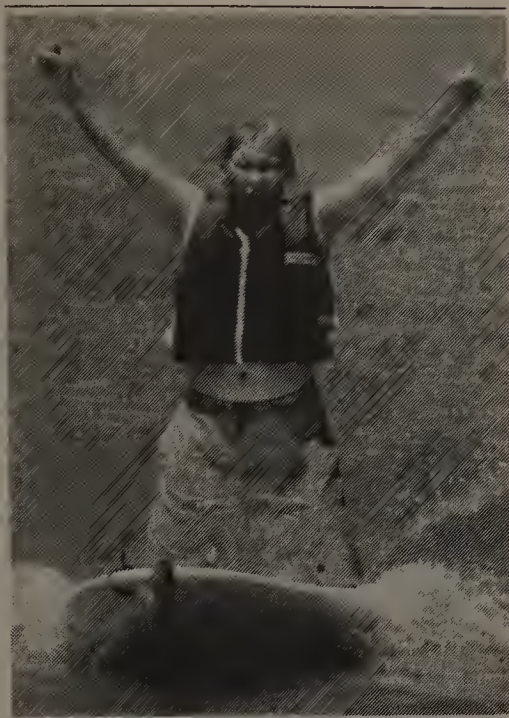
Paul Cahill started his Delta sailing on a 26-foot sloop before moving up to *Xanadu*, his green-hulled, 38-foot Cooper pilothouse. During most of the year, the Alameda-based boat can be found sailing the Bay, but several times every summer, Cahill makes pilgrimages to the Delta. His favorite anchorages are Three River Reach and Decker Island.

Proving that even old Delta dawgs can learn new tricks, Cahill notes that *Xanadu's* 7-foot draft makes things interesting, "but I'm getting a lot better at kedging off sandbars."

Jim McCarthy of Vallejo says *Latitude 38* should publish warnings whenever he and his wife Pat are about to take their Hunter 40 *Sea Salsa* from Vallejo to Walnut Grove.

Why? "Guaranteed it will get over 100 degrees, and the wind will quit — until we head back across Suisun Bay, of course," Jim says.

The McCarthys make an annual run to the Delta, frequently in the company of friends from the Vallejo Yacht Club. Favorite spots include Mandeville Tip ("It's just a happening on the Fourth of July.") and the Walnut Grove area, where Al the Wop's is a favorite dinner spot.



Wake shredder Dylan Fox 'scurfs' behind 'Sabbatical.' Kids have a great time on the Delta, and it's lots cheaper than Disneyland.

over its effectiveness. The crew of *Sabbatical* always seems to remember to put on sunscreen in the middle of Suisun Bay, which is about two hours too late. To avoid sharing the same rosy glow, put sunscreen on well head of time. By the way, we also carry a good supply of Solarcaine.

Third, lots of liquids of the drinking persuasion. As to which are best, the first mate and I disagree. I count beer as a safeguard against dehydration. She insists you need to drink water instead. The debate rages again this summer.

Decide how much water, soda, beer, etc., you think you need. They buy twice or even three times that much. When the anemometer sinks toward zero and the thermometer rises past 100, even the fish get dehydrated. Your crew will go through everything wet on the boat at an alarming rate. The only thing more alarming is the price of sodas and beer at the little markets in the marinas.

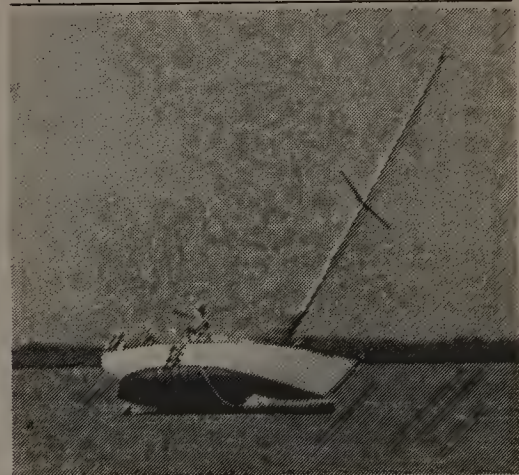
If you do have to shop, Lira's Market in Rio Vista offers the best variety. Second best, and easier to get to once you've headed down the San Joaquin, is Herman and Helen's Resort. They don't have much in the way of unprocessed food, but they have all manner of drinks and if you forgot your fishing gear, they have a well-supplied area with enough hooks, bait and tackle to make you feel like you know what you're doing. Herman & Helen's also has a small restaurant that serves a great breakfast, a good lunch, and dinner looks, well, a lot like lunch. *Sabbatical* has docked there, but we find it much easier to leave the boat anchored at Three River Reach and dinghy over for that day's

adventure.

The Delta's up-and-coming favorite restaurant is the Lighthouse on the Mokelumne, just past Korth's Pirates Lair Marina. (Korth's, by the way, is the hands-down best place to get ice — 25 pound, solid blocks of ice. They will also take garbage at a per bag fee). The Lighthouse is past the *Riverboat II* Restaurant, where Moore's Riverboat was tethered for years. Both restaurants have dinghy docks and live music on Fridays, Saturdays and Sundays. *Riverboat II* attracts a lot of big, loud powerboats, but an occasional sailboat can be spotted at the docks. The Lighthouse dock is a lot more sedate and the prices for meals — which are excellent — are more in line with cruising budgets, even cruisers on vacation.

One thing the Delta definitely has that the Bay lacks is bugs. To put it another way, the buzz you hear at dusk in the Delta is not always induced by the cocktail in your hand. So the fourth item for the mandatory Delta kit is bug repellent. All the stock brands work okay against mosquitos, but Avon's Skin So Soft works best and as a bonus keeps away the tiny no-see-ums that invade the waters north of Rio Vista early in the season.

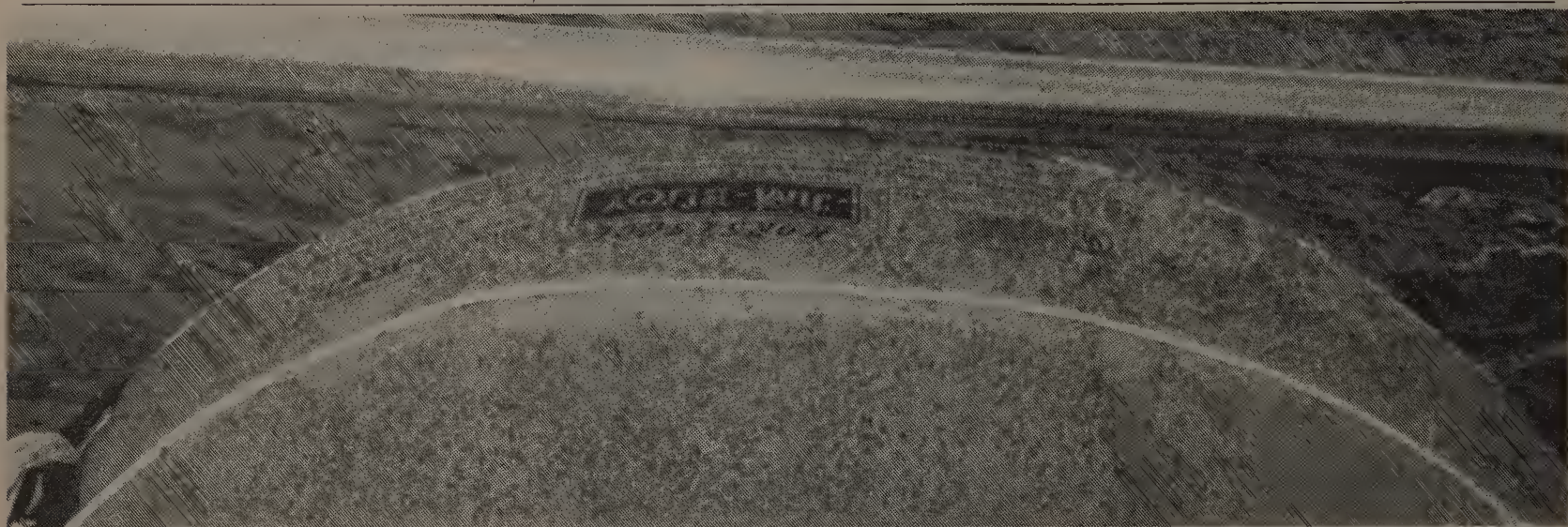
Screens for hatches are an excellent addendum to repellent. We made screens for *Sabbatical* years ago and formed lots of instant friendships in the Delta by giving other boaters some of our extra screening material when the swarms descended. Breeze is your friend here, as it keeps most of the bugs from landing. Battery-operated fans come in handy at



Everybody runs aground in the Delta, though usually not this bad. The best course of action is to smile and wave like you meant to do it.

night for the same reason. If it's any consolation, the mosquitos that do break through all the defenses generally depart as soon as the sun goes down. But not always.

DELTA DESTINATIONS



CHRISTINE WEAVER

Don't forget water toys: inner tubes, rubber rafts, squirt guns, balloons (to be filled with water for the inevitable water fights), windsurfers, whatever. Two years ago on July 4th, a well-oiled group on a small houseboat came through the Potato Slough anchorage firing home-made water cannons at everyone in their path. Their big mistake was coming back through an hour later, where the newly-formed battle squadron of Bedroom II made short work of them.

Finally, of course, you'll need a good dinghy, preferably one with an outboard and running lights for those after-dark returns from local eateries. (Leave a good flashlight on the dinghy, too, so you can find your boat.) In the Delta, your dinghy becomes your station wagon, truck and swimming dock. Without a dinghy, you will be marooned at your anchorage, or sometimes forced to take your boat into places where docking is dicey at best.

Of course, you will want to dock at least once, unless you have a gigantic holding tank. One of the best pumpout stations is at Willow Berm Marina, which has a long dock, 10 feet of water and the most powerful pumpout pump I have ever seen. If you ask nicely, you might also be able leave your boat there briefly while you run over to the Lighthouse for lunch.

Suggested itineraries:

It's possible to do a Bay-to-Delta trip over a three-day weekend, but it'll be tight. Consider that it takes a full day of travel time in either direction, which doesn't leave time for much 'dawdling.' (In the Delta, it's called dawdling instead of gunkholing.) Getting to the Delta in one day is relatively easy with proper tides. Getting back to the Bay for most sailboats means an adverse current somewhere along the line which can cut your over-the-ground speed in half.

We're not kidding about the bugs. Hatch screens and repellent (Avon Skin So Soft works great) will minimize how much they bug you.

But if a three-day trip is your best shot, then head straight for either Potato Slough or Decker Island, get the hook down quick and enjoy it while you can. If you have a week — or, even better, a 10-day window — a good trip on the Sacramento is to sail to Decker Island for an overnight or two, then explore north along Cache Slough back in the French Island area and along Haas Slough. Be sure to pick up supplies in Rio Vista before heading up there. Your only company is likely to be an occasional bass fisherman.

If you prefer the San Joaquin, one popular trip is to sail directly to Potato Slough for an overnight or two, then up to White Slough where a number of Bay cruisers congregate each season. You're still within dinghy distance of several supply places (Herman & Helen's Resort and Tower Park), but quite secluded. Another option would be to head north to



Hunters sling deer over the fenders of pick-ups; skiers build little snowmen on their sport utilities. . . . Delta boaters 'show their colors' by the amount of mud caked on their anchors.

the Meadows area, along Shag Slough. In both cases, you come back out of the sloughs the same way you came in.

An interesting circle that gives a taste of both rivers is to sail to Potato Slough for an overnight or two. Then backtrack and go up the Mokelumne to Georgiana Slough, which has several spots to tie up to a bank near its northern reaches. Once at the north end of Georgiana, go through a swing bridge and out into the main channel of the Sacramento River at Walnut Grove. From there you head north several miles to the Steamboat Slough anchorage. After a couple of days at anchor, you can travel down Steamboat, past Hidden Harbor and Rio Vista and anchor at Decker Island to steel yourself for the long slog home.

Going home

The trip home from the Delta usually means strong winds, right in the face, and sloppy chop across Suisun Bay. Keep in mind how much fun you had at the Delta anchorages and ignore those friendly people on other sailboats heading up to the Delta waving at you as you don foul weather gear. *Sabbatical's* preferred timing on Delta-return trips to the Bay is to hit the Pittsburg area at slack water right after a flood and zip across Suisun as the tide begins to ebb. The water is generally flatter after the flood and even as it gets choppy as you cross, the ebb will drag you to the Carquinez Strait. It will also mean choppy water in San Pablo Bay if you opt to make an express run back to your berth in the Bay.

We frequently stop on the return trip in Benicia or Vallejo for an overnight so we can catch a favorable tide for both parts of the trip, leaving very early in the morning to cross San Pablo before the strong winds comes up. It also gives us a chance to slowly decompress from Delta dawdling, and to prepare for rail-in-water sailing again until next year.

— michael j. fitzgerald



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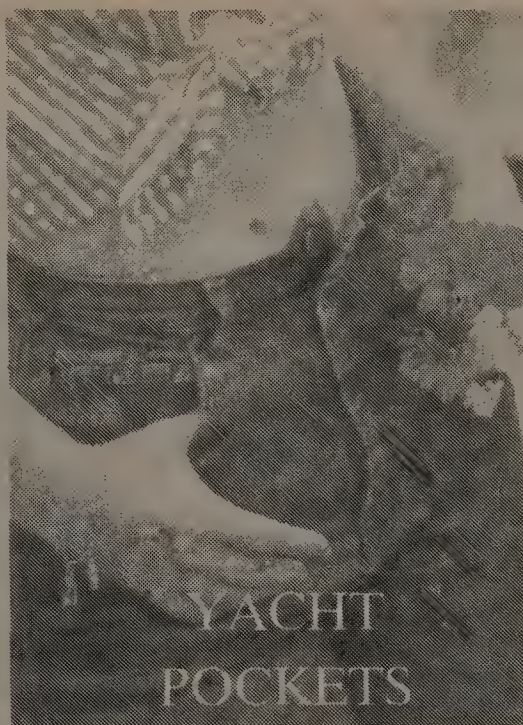
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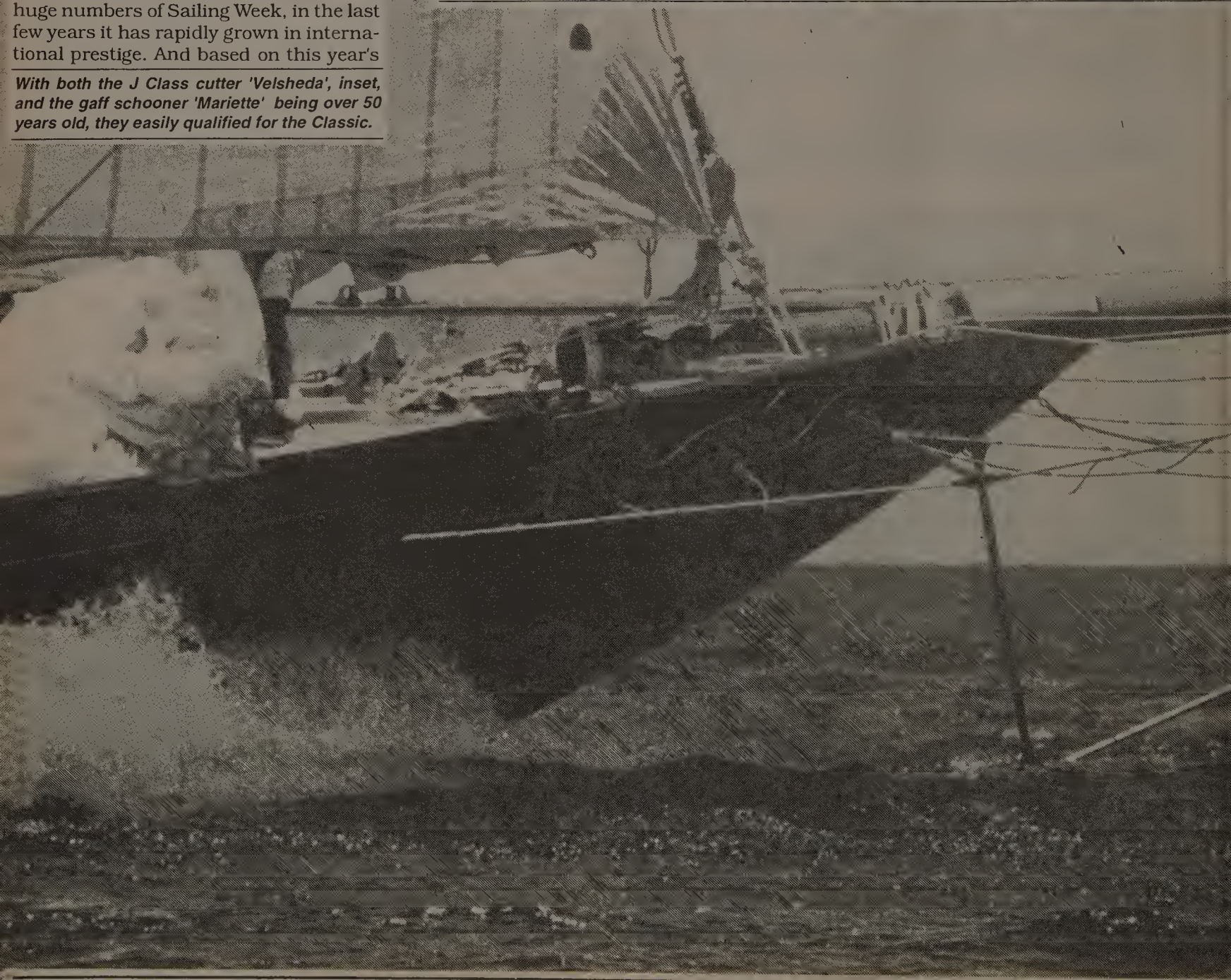
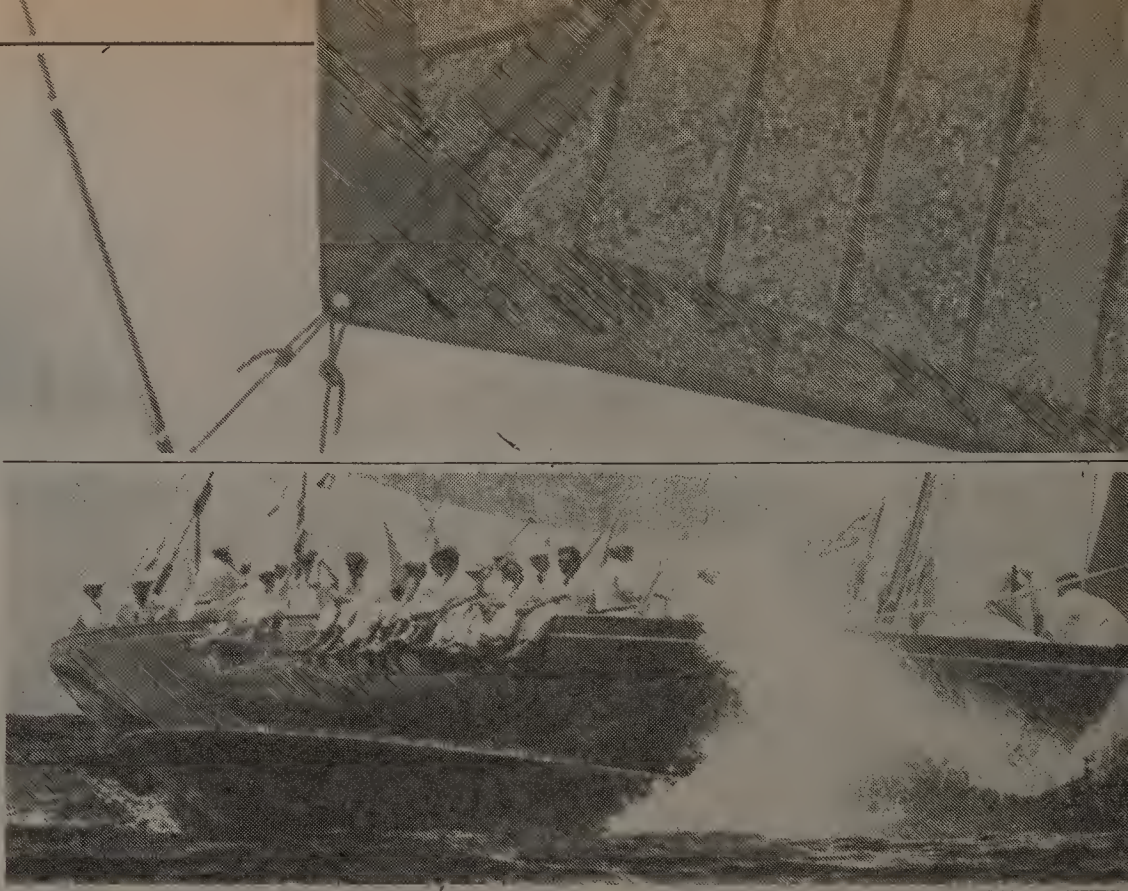
ANTIGUA

San Francisco Bay sailors — who have long enjoyed our fabulous annual Master Mariner's Regatta — must be warned: the Antigua Classic Regatta will spoil you forever!

First held 11 years ago as a prelude to the notoriously fun Antigua Sailing Week, the Classic was designed to provide a showcase for grand old yachts, both at the dock and while strutting their stuff in the ideal sailing conditions of the Eastern Caribbean. That the organizers have done a great job is evidenced by the fact that some of the most illustrious names in yachting history are engraved on the trophies: *Ticonderoga*, *Stormy Weather*, *Windigo*, *Lord Jim*, *Mariella*, *Sumurun*, *Aschanti of Saba*, *Nirvana*, *Fleutje* and *Adela*.

While the Classic will never attract the huge numbers of Sailing Week, in the last few years it has rapidly grown in international prestige. And based on this year's

With both the J Class cutter 'Velsheda', inset, and the gaff schooner 'Mariette' being over 50 years old, they easily qualified for the Classic.



CLASSIC REGATTA



TIM WRIGHT

event, the future looks brighter than ever.

The week-long Classic — this year held between April 14 and 21 — celebrates traditional yacht design and construction. The fun begins with a parade and a Concours d'Elegance in Falmouth Harbor. That's followed by three days of racing on courses with stately names: Old Roads, Butterfly and The Cannon. The first two are 20 miles each, while the latter is 24 miles. As in the Master Mariner's Regatta, reaching is the predominant point of sail. The competition is followed by a Heritage Festival in historic Nelson's Dockyard, complete with gig racing and

cream teas on the lawn of historic Admiral's Inn. What a perfect setting for such fun! The week's activities conclude with a blues festival.

There are five classes of vessels permitted in the Classic. Most of the 55 entries were in the Traditional, Vintage and Classic classes. Respectively, these are for fishing or cargo vessels; yachts with full-keel designs launched before 1945, and yachts with full-keel designed launched after 1945. Among the more stellar members of these three classes were *Insulinde*, a 96-ft gaff ketch built in '31; *White Heather*, a 103-ft ketch built in '52;

Mariella, a 79-ft Fife yawl built in '38; *Irene*, a 96-ft gaff ketch built in '07; *Mariette*, a 138-ft gaff schooner built in '15; and *Sintra*, a 95-ft wishbone ketch built in '59.

Since so many fine yachts have been built to traditional designs with modern materials, the Classic organizers also instituted a Spirit of Tradition class for "yachts built recently with modern methods and design, but retaining the original grace and style of the old classics". This class also included a few very special old yachts that have been so com-

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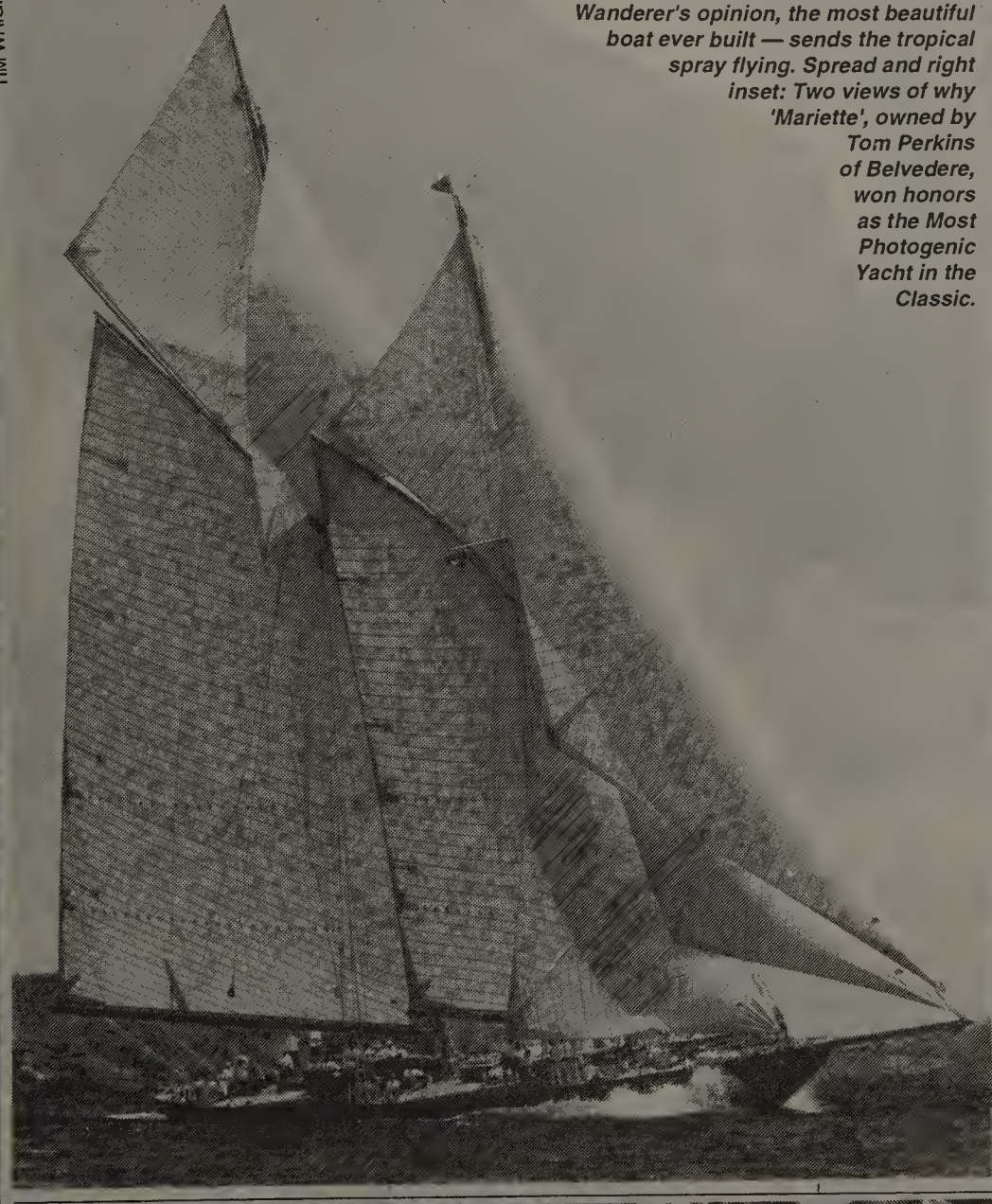
ANTIGUA



CLASSIC REGATTA

TIM WRIGHT

Left inset; The 135-foot 'Alejandra' — in the Wanderer's opinion, the most beautiful boat ever built — sends the tropical spray flying. Spread and right inset: Two views of why 'Mariette', owned by Tom Perkins of Belvedere, won honors as the Most Photogenic Yacht in the Classic.



ANTIGUA CLASSIC



JOE RINEHART

While both these yachts are as different as possible in purpose and design, they're both genuine classics.

pletely rebuilt that they are virtually 'new builds'.

While fewer boats raced in the Spirit of Tradition class, they tended to be on the stupendous side — including such spectacular yachts as *Alejandra*, the 135-ft Bruce King ketch; *Endeavour*, a 130-ft J Class cutter; *Velsheda*, a 131-ft J Class cutter; *Whitehawk*, the 92-ft Bruce King ketch; *Savannah*, a 90-ft sloop; *Zanna*, an 80-ft Dalzell yawl; and *Braveheart*, a 75-ft Hoek sloop.

It didn't seem to matter which class, each boat seemed prettier than the next.

New to this year's Classic was the World Peace Cup, which was to be the prize for the battle among tallships. Alas, the only entry was *Star Clipper*, a breathtaking 360-ft four-masted barkentine. I can attest, however, that this vessel has established the new standard in comfort while racing!

The Pacific Ocean is home to only a few of the world's great classic yachts, so it's with delight that I can report that Belvedere venture capitalist Tom Perkins represented Northern California in a fashion that would be difficult to duplicate. There are many very wealthy men in the world today, but there are only a few like Perkins who have the taste and style to put their money to good use. Not long ago, for example, Perkins owned the largest pre-War collection of super-charged sports cars in the world — including a Bugatti Atlantique 57 type coupe, which alone was worth over \$5 million.

No mariner who has cruised the Sausalito waterfront during the last several years could help but be stopped in their wake by Perkins' magnificent 150-ft

brushed blue aluminum ketch *Andromeda del Dia*. When not cruising across the Pacific or to distant Antarctica, she has been the 'main yacht' of the Sausalito waterfront.

Yet at Antigua, Perkins' mighty Perini Naval was just a tender to his other sailboat, the spectacular and nearly flawless 134-ft, 165-ton schooner *Mariette*. This magnificent yacht was designed and built in 1916 by America's undisputed master, L. Francis Herreshoff. If you've looked at this month's cover, you'll understand why *Mariette* was voted Most Photogenic and Best Professionally Maintained Yacht of the Classic. She also won corrected time honors in her class.

Two years ago *Mariette* was involved in a tragic incident at the fabled La Nioulargue Regatta in St. Tropez — perhaps the only yacht race in the world that could 'out varnish' the Classic — when a Six Meter without rights sailed beneath her bow. One of much smaller boat's crew, a prominent local physician, went down with the boat. Although *Mariette*, hemmed in by other huge yachts, clearly did everything she could do to prevent the collision, Perkins, his captain, and the captain of the Six Meter were all charged with and convicted of the French equivalent of manslaughter. The result of those bungled legal proceedings cast a vast gloom over



TIM WRIGHT



REGATTA



Above; When it came to clean lines, 'Savannah' was hard to beat. Left; 'Endeavour' looked like a winner — until she failed to set a kite.

the European classic yachting scene, and has left the existence of the La Nioulargue in limbo.

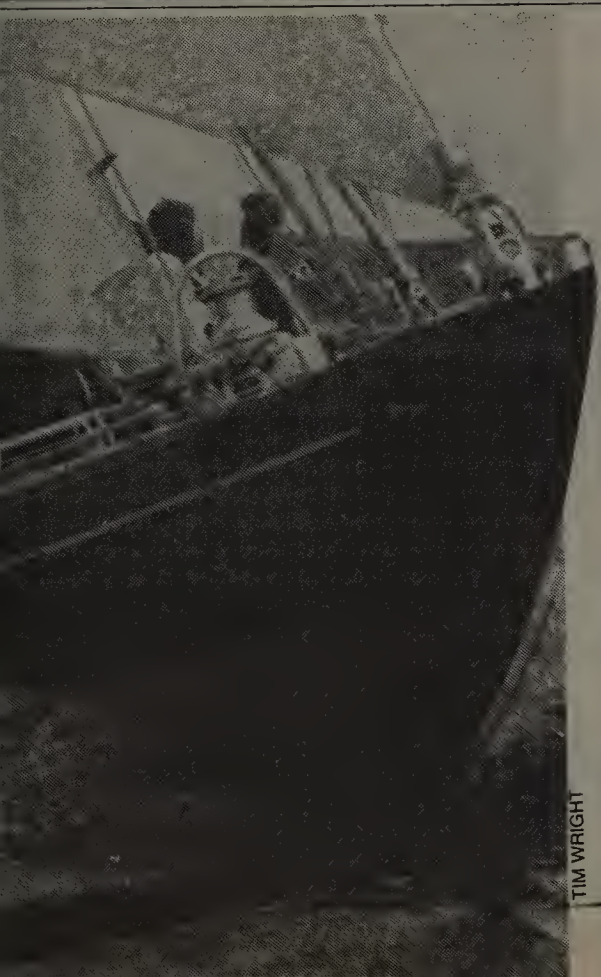
Fortunately, none of that gloom made it's way to Antigua. Prior to the start of the Classic, Perkins and his new wife, novelist Danielle Steele, were seen enjoying life from the aft deck of *Andromeda del Dia*. I'm not quite sure if Steele fully appreciated the significance of her husband's yachts, but she certainly had arrived in grand style.

The big buzz at the Bacardi Kick-Off party was about J/K7 *Velsheda*, the breathtaking new J Class boat that had just come in from the Med to have a 'little dice' with Elizabeth Meyer's timeless J/K4 cutter *Endeavour*.

Yacht club scuttlebutt is often more interesting than it is accurate, but the word was that *Velsheda*'s current curator had just spent about \$20 million restoring the yacht. That may seem like a lot of dough, but having seen *Velsheda*

at the dock and racing across the water, I can assure everyone that it was money well spent. "Be still my heart!" I had to keep saying to myself, for *Velsheda* was sooooo beautiful! She overwhelms at the first long look, but it's the close inspection of her details that prove the \$20 mil-

In their wisdom, the Classic organizers have always given as much a welcome to modest classic cargo vessels as they do \$20 million yachts.



TIM WRIGHT

JOE RINEHART

ANTIGUA CLASSIC

lion was a bargain.

When my eye drifted from *Velsheda* to the next berth, I was treated to the sight of *J/K4 Endeavour*. I had been on the dock in Newport about 10 years ago when *Endeavour*, fresh from her own \$15 million restoration at the Royal Huisman yard, raced against *Shamrock* in the first J Class competition since World War II. I thought then that *Endeavour* was the prettiest boat I had ever seen. I think she still is — but we're fortunate to also have *Velsheda* to stop us in our Topsiders with her beauty.

As I continued to walk down the docks near the humble Antigua YC and admire the yachts, I was enjoying an experience that came as close as I could imagine to a nautical version of nirvana. For here, before my eyes, was simply the finest collection of magnificent yachts I've ever seen. And I've been around some.

It was my good fortune to sail aboard *Star Clipper* for the Classic. While the level of competition in our one-boat 'class' left a little to be desired, I discovered that the thrill of racing a tallship is something no

sailor should miss. And as the bridgedeck of *Star Clipper* towers about 50 feet above the water, our entry provided the perfect vantage point for what had to be one of the world's best classic yacht parades and races.

One former New York YC Commodore — there were several aboard *Star Clipper* — placed his bet on *Endeavour*, as she had undergone much more tank testing than had *Velsheda* — which had never actually competed in the America's Cup. Others suggested that *Velsheda*, with her more advanced rig, would be faster. The pre-race anticipation was tremendous.

Alas, the eagerly-awaited duel between the two J Class boats turned out to be a non-event. It seems that *Endeavour* was under charter to a gentleman who had little interest in competition, so the two thoroughbreds only raced on the first of

three days. And even that left much to be desired. *Endeavour* took the first leg, but then continued to carry just working sails off the wind. She was quickly passed by *Velsheda*, which had set a kite. *Endeavour*, of course, was soundly beaten.

To the disappointment of all — particularly the *Velsheda* crew, which had sailed across the Atlantic for the event, and now had to sail back to the Med — *Endeavour* took off for Barbuda the next day. As for the *Endeavour* crew, we bumped into some of them two weeks later back at Bannister's Wharf in Newport, Rhode Island. They, too, regretted the great race that never was. We can only hope for another chance to watch these two lovely ladies in action sometime soon.

Fortunately, the quality of the Classic fleet was so superb that no single boat could be greatly missed. A wonderful time was had by all, participants and spectators alike. I'd tell you who the winners were, but it wouldn't be fair, for as with the Master Mariners Regatta, there were no losers in the great event.

— joe rinehart

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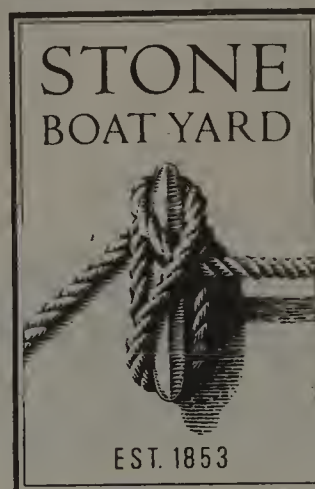
John Ruskin

This sign has been at Stone Boat Yard for as long as we can remember. Even the old timers here couldn't remember when it first appeared, they thought John Ruskin probably worked here and he must have written it out one rainy afternoon.

Born February 18, 1819, as a young student at Oxford, John Ruskin began the serious study of architecture and art which developed into his lifelong passion. He wrote about Gothic architecture and was a devoted admirer of William Turner whose epic paintings depicted humanity's insignificance within nature's scheme. (The next time you're in London go to the Tate to look at *Snow Storm at Sea* painted in 1842.)

Even though Ruskin was writing about "stones" and not Stone Boat Yard, we think the quote fits us and it hangs near the time clock where it's been ever since we can remember.

And the picture above? We hope that some day someone will say, "See! This Stone Boat Yard did for us."



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PACIFIC CUP PREVIEW

Something old, something new, something borrowed, something blue. . . and just about anything else you can imagine is entered in the tenth biennial West Marine Pacific Cup, which is underway as you read this. Those lucky devils!

The 2,070-mile 'Fun Race to Hawaii' has attracted an eclectic, record-breaking fleet of 73 boats, topping the previous high of 65 (set in '96) and — we suspect to the glee of the race organizers — blowing the doors off the TransPac, numbers-wise at least. That 'serious race to Hawaii', held since the turn of the century in odd-numbered years, fielded only 38 boats last time, and has been in a tail-spin since 1979.

Not so the Pacific Cup, which burst onto the scene in 1980 and has been growing steadily ever since. And not only has the quantity of racers steadily increased, but so has the quality. The five turbosleds in Division F and the 11 boats in Division E are all TransPac level efforts, and the average size of the rest of the fleet has crept up. The skill level of the sailors has undeniably increased, too. We're not in Kansas anymore, Toto — if you get our drift.

With due respect to the Pacific Cup's rhetoric about this being 'everyman's race', the complexion of the event has changed drastically with the arrival of three new state-of-the-art turbosleds — *Pyewacket*, *Magnitude* and *Zephyrus IV* — all of which are shamelessly gunning for *Rage's* course record of 7:22:01. With race veterans *Rage* and the hopped-up *Merlin* also in the hunt, this is undoubtedly where the limelight will be focused.



LATITUDE/ROB

John Donovan (left) and Doug Frolich will sail the smallest boat — and may well win overall.

the longer, heavier and more powerful *Zephyrus*, which are different approaches to solving the same problem. "It's not that they're apples and oranges," said designer Carl Schumacher. "It's more like oranges and tangerines. *Zephyrus* reaches better and will get ahead during the first few days of the race, but *Pyewacket* will have the edge on the lower part of the course. As usual, a lot of it will come down to the weather."

Phone calls to various navigators revealed a consensus of opinion that this probably won't be a particularly windy year. After a wacky winter, things are just now getting back to 'normal' in the Pacific, with long range forecasts calling for 15-20 knots of wind — just enough so that our pick to win overall, the lilliputian Moore 24 *Low Profile*, will be able to surf

shine, *Illusion*) and first-to-finish (*Rage*) with ease and certainty, we're not as confident of our picks this time around. There are just too many different types of well-sailed boats now, which means ultimately the winner will be determined by the weather — i.e., which of the four starts gets away from the mainland in the best shape, and if it is a 'surfing' race (windy) or a 'waterline' race (light).

Of course, these daunting variables haven't stopped us from making our traditional Quick Picks, which you'll discover when you flip the page. With our unusual caveat not to believe everything you read, here's a quick bit of background on this year's line-up:

Most comfortable — Probably *Millennium Falcon*, whose eight-man crew will spread out among multiple staterooms and heads. "No hot-berthing for us!" claims navigator Paul Kamen, who is looking forward to constructing a shuffleboard court mid-deck when the reaching part of the race is over. *Aldebaran*, a C&C 48 Landfall, gets an honorable mention in this category.

Seattle boats — Eight boats are entered from the Evergreen State, all choosing 'The Fun Race' over their area's concurrent Vic-Maui Race. The two Riptides, *Ripple* and *Terremoto*, have the best shot



COURTESY PCYC

"It's an all-out arms race with no upper limit on rating or spending," observed Pac Cup veteran Jim Quanci. "First to finish is all these guys care about."

The real battle, in our opinion, will be between the veteran turbo *Pyewacket* and

'Millennium Falcon' — 56,000 pounds, three masts, two keels and. . . a shuffleboard court?

when no one else can.

But as opposed to years past, when we predicted the overall winners (*Moon-*

— THE TRUTH IS OUT THERE



SPREAD, GERI CONSER; INSET, LATITUDE/ROB

(Surprise), Sue Corenman and Liz Baylis (*City Lights*), Tina Baylis (*Ripple*), Nancy Potter (*Vitesse*) and Patti Cranor (*Oaxaca*).

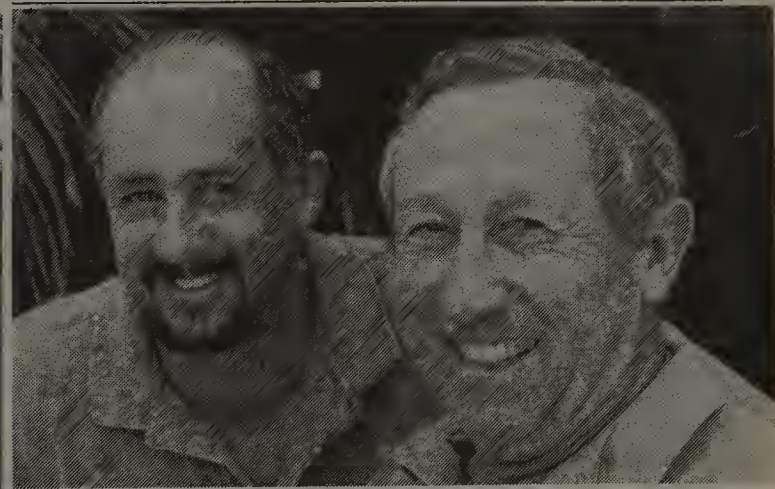
Best wining and dining — *Alicante's* Randy Paulling, a multiple race vet and gourmet cook who lives up in the wine country, and is rumored to bring the best wines and chow. Hopefully his double-handed trip will be uneventful enough that he can actually enjoy his repasts.

Oldest — *Bounty*, built in 1947. Long and lean, this sleek Master Mariner could be a sleeper. Second oldest may be the venerable *Merlin*, which is now legally an adult at 21 years old.

Newest — *Blue Chip*, *Surprise* and *Terremoto*.

Knock on wood — *Bounty*, *Rage*, *Confetti* and *Kurrewa*.

Heavy metal — *Roxanne*, *Scorpio*, *Grey Ghost* and the communications boat, Bernard Quante's *Trisbal 35 Ta Mana*, are all made of aluminum. *Millennium Falcon* is made of steel, which costs half as much as aluminum, but weighs three times more.



Going for the hat-trick: 'Pyewacket' already holds the TransPac and Vic-Maui course records. Inset, son Roy Pat and dad Roy E. Disney.

at trophy-ing, while the other six boats (*Cinderella*, *Gravity Storm*, *One Flew Blue*, *Vanadis*, *Kurrewa*, *Mystic*) are lesser-known quantities.

Oregon boats — There are five boats from the Beaver State, led by Steve Rander's familiar *Wylie 70 Rage* — which will face stiff first-to-finish competition for the first time. The other Oregonians are much 'cruisier': *Camelot*, *Bona Roba*, *Noah's Raven* and *Mariposa*.

Hawaiian boats — *Kaimiloa* is the most serious of the Aloha-land efforts, with a good crew that includes Dave Nottage, Skip Winterbottom and Mike Johnson. *Perestroika* is making a heroic effort just to get to the race: the delivery crew dropped the rig 440 miles out of Hawaii, so

the boat was shipped over and a new rig ordered. Hopefully, it will all come together in time. The doublehanded Olson 30 *Oa Oa* was second in class last time, and is returning with the same crew.

SoCal boats — Just three boats are entered from Southern California: two formidable turbosleds, *Pyewacket* and *Magnitude*, and the veteran SC 50 *Bay Wolf*. It's hard to say where *Zephyrus* considers home — one of her partners lives in San Diego, while the other lives here.

Fast women — No members of the fair sex are sailing in the turbo division, nor are there any all-women efforts this time. However, there are plenty of women sailing in the very competitive Division E: Susan Chamberlin and Melinda Erkelens

Smallest/least comfortable/most athletic/lowest budget — The Moore 24 *Low Profile* 'wins' in all categories. Veteran doublehanders Doug Frolich and John Donovan will eat freeze-dried food, hand steer the whole time, and generally push the hell out of their tiny craft. Barring a breakdown, they will be a David in a fleet of Goliaths.

Slowest — Bob Nance's Newport 30 Mk. II *Water-Pik* is the slowest boat in the fleet, rating 203. That doesn't seem to faze Nance, who's done the race twice already in this relatively tiny chariot.

Fastest/most modified — *Merlin* is rated the fastest at -132, giving *Water-Pik* almost eight days of time allowance. A

PACIFIC CUP PREVIEW

work in progress, *Merlin* has been turboed off the graph: it now sports a scoop, the biggest rig (a new fractional spar from Bal-lenger), most sail area, most water ballast (and a canting keel) and lightest displacement in the fleet. A group of five guys (owner Donn Campion, Paul Simonsen, Skip Stevely, Jon Andron and Lou Pambianco) are paying for this 'mad science' project, which Pete Heck is overseeing. Skeptics are calling the new "anything you can do, we can do better" configuration insane, figuring that *Merlin's* structure will be overloaded, or that the low-free-board boat will just sail itself under. If it doesn't tip over or explode, *Merlin* might just blow the doors off the big-bucks sleds.

Big poles — A 'normal' turbosled, like *Cheval*, has a 26.2-foot spinnaker pole — ha, what a dinky little unit! In this 'anything goes' race, the pole sizes have gone through the roof: *Rage* (28 ft), *Magnitude* (34 ft), *Pyewacket* (35 ft), *Zephyrus* (36.1 ft) and *Merlin*, if we are to believe her PHRF application, is now sporting a 42-foot pole. No Viagra jokes, please.

Stiff, too — Three of the turbos are sporting water ballast systems for the race: *Pyewacket* (3,000 lbs), *Zephyrus* (3,500 lbs, plus they moved 3,000 pounds of internal ballast to the bulb), and *Merlin* (4,000 lbs, plus a 25° canting keel). *Rage* and *Magnitude* are going without ballast, probably figuring the increased stiffness would put too much stress on



LATITUDE/ROB

Most Pac Cups (boat) — 14 of the boats and 22 of the skippers are 'repeat customers'. *Merlin* and *ProMotion* are back for their sixth race; *Oaxaca* is making her fourth appearance; *Bodacious* and *Rage* are back for a third time.

Most Pac Cups (people) — Jim Corenman (*City Lights*) has the lead with eight; John Clauser (*Bodacious*) has seven; and

Two boats to watch: 'Zephyrus IV', seen above practicing on the Bay, and 'Ripple', an overgrown 49er from Seattle.

other TransPac specialist — it's Al Thoma, skipper of *Oa Oa*. Al's a captain for Matson Lines, and has logged over 300 passages between the mainland and the islands!

Most represented yacht club — Santa Cruz YC has seven boats entered (*Scorpio*, *Surge III*, *Rosebud*, *Rollercoaster*, *ProMotion*, *Merlin* and *Vitesse*), while Berkeley YC has five (*Bodacious*, *Siren*, *Trial Run*, *Millennium Falcon* and *Mintaka*). Berkeley YC is also sending the 'most brass', including current commodore Jeannie Mariscal and three staff commodores (Jack Bieda, Diana Freeland and Bobbi Tosse).

Most West Marine employees — All six of the crew on *ProMotion* work for the race sponsor. Each had to submit a racing resume in order to be considered, and names were picked by lottery out of about 50 finalists. Tony Gasparich, who toils in the head office in Watsonville, will skipper this two-week 'blind date'.

Rockstars — Hired guns in this year's race include Commodore Tompkins (*Vitesse*), Skip Allan (*Roxanne*), Pete Heck (*Merlin*), Carlos Badell (*Blue Chip*), Jack Halterman (*Rollercoaster*), and Whitbread vet Steve Cotton (*Magnitude*). While we're dropping names, some other 'brand name' players are 49er stars Jonathan McKee and Morgan Larson (both on *Ripple*), Stan Honey (*Pyewacket*), John Jourdan (*Magnitude*) and Steve Taft (*Merlin*).

Sailmakers — Robbie Haines (*Pyewacket*)

LATITUDE'S QUICK PICKS

DIV. A — *Mintaka*, by miles, Race veteran *Trial Run* probable second. Scouting reports inconclusive on rest of class.

DIV. B — *Grey Ghost* and *Scotch Mist* should turn in podium finishes. *Bounty* and *Aldebaran*, with long waterlines and good ratings, could also do well. But, honestly, we don't have a clue in this class.

DIV. C — *Puff*, especially if it's windy and/or reachy. *Gingerbread Man* will be their main competition. *Kurrewa* or *X-Dream* third.

DIV. D — *Scorpio* will sting this class. *Acey Deucey* should score the deuce, with *Kiamloa* or one of the SC 40s third. The long and lean *Pursuit* is a dark horse.

DIV. E — *Ripple* will rip apart this class. *Rollercoaster* will top the 50-footers, and be second in class. *Blue Chip* will be third,

or higher if it's light. Great class — all these boats will do well in the overall standings.

DIV. F — *Pyewacket*: the Magic Cat has momentum, money and Honey. *Magnitude* next; *Zephyrus* will start strong, but fade to third.

DH-I — *Low Profile*: bet the ranch. *Sabra* will have a comfortable trip en route to finishing second.

DH-II — *Azzura*: take this one to the bank, too. *Roxanne* second, *Oa Oa* third.

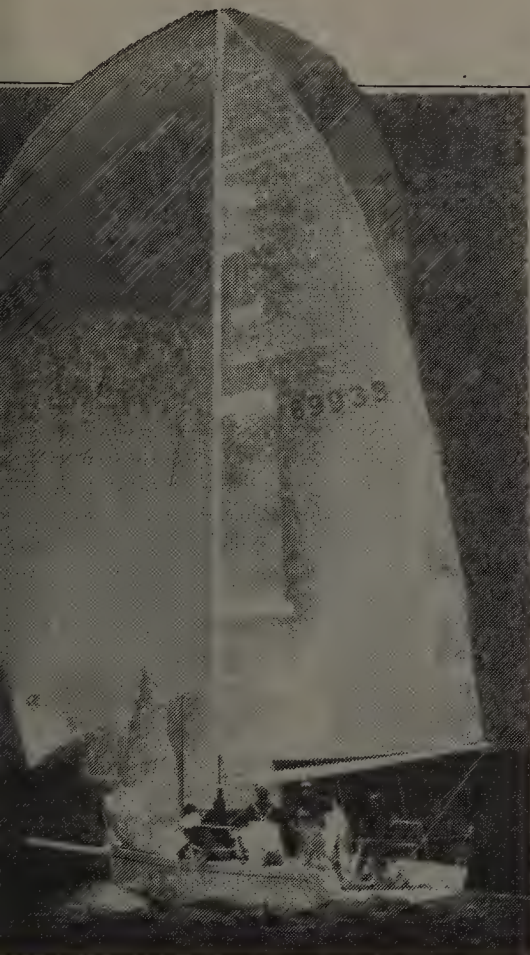
FIRST TO FINISH — *Pyewacket*, despite the fact that *Zephyrus* and *Merlin* are rated faster. The Disney organization is just too powerful to bet against.

FIRST OVERALL — *Low Profile*: fits the 'profile' as the right horse for the course. Right jockeys, too.

their rigs. "It will be a fine line between pushing hard to win, and knowing when to ease off the pedal to save the rig," noted *Pyewacket* navigator Stan Honey. . . The featherweight (4,800 lbs) Riptides also carry 1,200 pounds of water ballast.

at least four folks have done six: Bobbi Tosse (*Bodacious*), Steve Rander (*Rage*), Jim Quanci (*Acey Deucey*), and Paul Kamen (*Millennium Falcon*). As for most Pacific crossings, the clear-cut winner isn't Skip Allan, Stan Honey, Pete Heck or any

1998 West Marine Pacific Cup Entries



COURTESY PCYC

wacket), Cliff Stag (Medicine Man), Kame Richards (City Lights), Sally Richards (Trial Run), Robin Sodaro (Oaxaca), Dave Hodges (Rosebud) and Will Paxton (Surprise). At least three yacht designers are sailing, too: Jim Antrim (City Lights), Carl Schumacher (Surprise) and Paul Bieker (Terremoto).

Most romantic — As usual, there are lots of married couples racing together — in fact, there are too many to mention. Three particularly brave couples will even risk their marriages by sailing double-handed: Richard and Daphne Green (Noah's Raven), Gene and Louise Brown (Mystic), and Peter and Susan Wolcott (Confetti). There are at least two married couples sailing over on different boats — Kame and Sally Richards (as noted above) and newlyweds Liz Baylis (City Lights) and Todd Hedin (Puff). As someone once observed, "The difference between the TransPac and the Pacific Cup is that the wives fly over for the TransPac, but they sail over for the Pacific Cup!"

Most family-oriented — Siblings Alex and Nikki Glass will doublehand their recently purchased Killer. Randy Pauling is doublehanding Alicante with his daughter Ruth, continuing a family tradition which started with sons John in '86 and Tom in '92. The fastest father/son combo is obviously the Disneys (Pyewacket), but there appears to be at least a dozen or so other male-bonding rituals going on. 'Family values' are being exhibited on Solution, Scotch Mist, Camelot, Osprey, Jennifer Anne, Kurrewa, One Flew Blue,

<i>Yacht</i>	<i>Type</i>	<i>Owner</i>	<i>Homeport</i>	<i>PCR</i>
DIVISION A (starts Monday, June 29 at 10:00)				
<i>Water-Pik</i>	Newport 30-2	Robert Nance	San Francisco	203
<i>Bona Roba</i>	Gladiator 33	Scott Hillesland	Portland, OR	182
<i>Cinderella</i>	Ericson 35-2	Alan Trimble	Mercer Island, WA	177
<i>Jennifer Anne</i>	Catalina 34	Gary Westcott	San Francisco	174
<i>Copernicus</i>	Ohlson 38	Scott Hancock	San Francisco	171
<i>Daydreamer</i>	Hinckley 40	Charles Richard	San Francisco	168
<i>Kiimakani 2</i>	Catalina 36 Mk II	David & Cheryl Hinojosa	Alameda	160
<i>Mintaka</i>	C&C 36	Gerry Brown	San Francisco	159
<i>Laurel Anne</i>	Hood 38	Kenneth Quenzer	San Francisco	157
<i>Flyer</i>	Ben. First 36s7	William Johns	Moose, WY	156
<i>Breila</i>	Contessa 38	Michael Whitby	Vancouver, BC	154
<i>Trial Run</i>	Passport 40	Jack Bieda	San Francisco	151
DIVISION B (starts Monday, June 29 at 10:15)				
<i>Grey Eagle</i>	Valiant 40	Bill Stephens	San Francisco	148
<i>Transactlon</i>	Catalina 38	Michael Wagner	Sausalito	147
<i>Significant Other</i>	C&C 39 Landfall	Scott Adam	Drummond Isl., MI	146
<i>Siren</i>	Cal 39	David & Jeannie Mariscal	Berkeley	142
<i>Gravity Storm</i>	J/29	Michael Brockman	Vancouver, WA	140
<i>Scotch Mist</i>	Cal 39	Ray Minehan	Sausalito	139
<i>One Flew Blue</i>	Newport 41	Dennis Murphy	Tacoma, WA	136
<i>Grey Ghost</i>	Zaal 38	Doug Grant	San Francisco	134
<i>Cirrus</i>	Standfast 40	Bill Myers	Wilmington, DE	132
<i>Red Sky</i>	Olson 34	Brian Boschma	San Francisco	130
<i>Plsces</i>	Hylas 44	Henry Gonzalez	San Mateo	128
<i>Aldebaran</i>	C&C 48 Landfall	Peter Whyte	Dover, DE	128
<i>Bounty</i>	S&S 52	Dan Spradling	San Francisco	126
DIVISION C (starts Tuesday, June 30 at 10:45)				
<i>La Adriana</i>	Perry 47	Sam La Vanaway	San Francisco	114
<i>SKAL</i>	Islander Pet. 40	Mark & Linda Melson	San Francisco	108
<i>Vanadis</i>	Wasa 38	Terry Anderson	Tacoma, WA	108
<i>Kurrewa</i>	Farr 38	Robert Henderson	Bainbridge Isl., WA	102
<i>Bodacious</i>	Farr 40 (one ton)	J. Clauser/B. Tosse	San Francisco	90
<i>Millennium Falcon</i>	Brewer 60	Michael Ganahl	San Francisco	79
<i>Perestroika</i>	X-119	Gib Black	Honolulu	79
<i>X-Dream</i>	X-119	Steen Moller	San Francisco	70
<i>Puff</i>	J/120	Saburo Oniki	Dover, DE	62
<i>Gingerbread Man</i>	J/120	Wayne Millar	Kaneohe, HI	62
DIVISION D (starts Wednesday, July 1 at 11:30)				
<i>Osprey</i>	SC 40	Nick Barran	Portland	60
<i>ProMotion</i>	SC 40	West Marline	Santa Cruz	52
<i>Solution</i>	SC 40	Fred Hibberd	San Francisco	50
<i>Pursuit</i>	Dawley 47.5	Norm Dawley	Norfolk, VA	49
<i>Acey Deucy</i>	J/44	Richard Leute	Dover, DE	46
<i>Kaimiloa</i>	J/44	Dave Nottage	Kaneohe, HI	46
<i>Scorpio</i>	Wylie 42	John Siegel	Santa Cruz	42
<i>Camelot</i>	Hunter 54	Howard Shaw	Portland	37
DIVISION E (starts Wednesday, July 1 at 11:45)				
<i>Ripple</i>	Riptide 35	Jonathan McKee	Seattle	18
<i>Terremoto</i>	Riptide 35	Robert Alexander	Seattle	18
<i>Surprise</i>	Schumacher 46	Steve & Susan Chamberlin	Pt. Richmond	17
<i>Blue Chip</i>	Farr 40	Walt Logan	Belvedere	16
<i>Rollercoaster</i>	SC 50	Ken Burnap	Santa Cruz	-6
<i>Oaxaca</i>	SC 50	Patti & Dick Cranor	San Francisco	-6
<i>Bay Wolf</i>	SC 50	Kirk Wilson	Los Angeles	-11
<i>City Lights</i>	SC 52	Tom Sanborn	San Francisco	-16
<i>Rosebud</i>	SC 52	Roger Sturgeon	Santa Cruz	-22
<i>Vitesse</i>	SC 52	Bill Siegel	San Francisco	-24
<i>Medicine Man</i>	Andrews 56	Dean Briggs	Alameda	-57
DIVISION F (starts Thursday, July 2 at 12:15)				
<i>Rage</i>	Wylie 70	Steve Rander	Portland	-105
<i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach	-114
<i>Pyewacket</i>	SC 70+	Roy Disney	Los Angeles	-123
<i>Zephyrus IV</i>	Reichel/Pugh 75	Zephyrus Partners	Portland	-129
<i>Merlin</i>	Lee 69	Donn Camplon	Santa Cruz	-132
DOUBLE HANDED I (starts Monday, June 29 at 10:30)				
<i>Noah's Raven</i>	Baba 35	Richard & Daphne Green	Portland	188
<i>Arturo the Aqua Boy</i>	S2 7.9	Steve Wynn/Andrew Schwenk	Seattle	182
<i>Low Profile</i>	Moore 24	Doug Frolich/John Donovan	Pt. Richmond	152
<i>Mariposa</i>	Ericson 37	Don Miller/Rita Petrosik	Newport, OR	147
<i>Moretoise</i>	Pearson 40	Dennis Ronk/Jack Vetter	Vallejo	137
<i>Alicante</i>	Sabre 38-2	Randy & Ruth Pauling	Geyserville	132
<i>Killer</i>	Express 27	Nicki & Alex Glass	Richmond, TX	129
<i>Sabra</i>	Wyliecat 39	Michael Katz/John Mellen	Sausalito	121
DOUBLE HANDED II (starts Tuesday, June 30 at 11:00)				
<i>Mystic</i>	Islander Pet. 40	Gene & Louise Brown	Lake Bay, WA	108
<i>Oa Oa</i>	Olson 30	Alan Thoma/Jay Parry	Makawao, HI	96
<i>Surge III</i>	Express 37	C. Roskosz/R. Murphy	Santa Cruz	93
<i>Confetti</i>	Farr 44	Peter & Susan Wolcott	San Francisco	70
<i>Azzura</i>	Azzura 310	Bruce Schwab/Jim Plumley	Alameda	64
<i>Roxanne</i>	Wylie 60	Tom Petty/Skip Allan	Crystal Bay, NV	-18

PACIFIC CUP PREVIEW

Pursuit, Transaction and no doubt others.

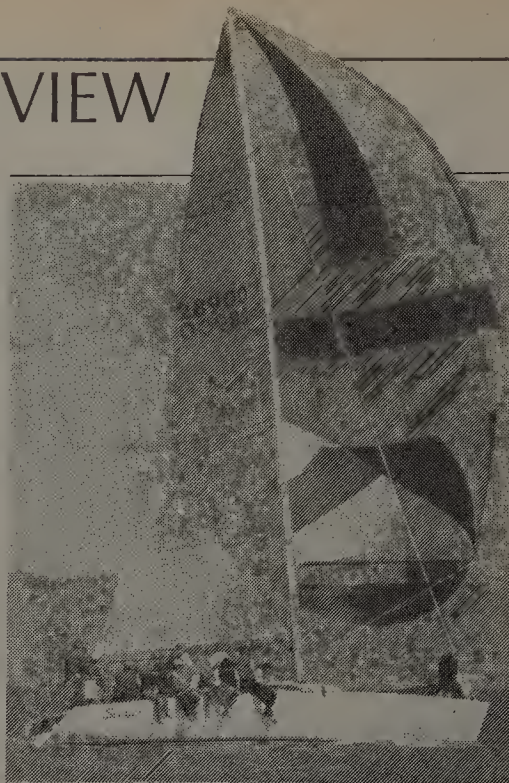
Best crews — *Ripple, Surprise, Blue Chip, Rollercoaster, Rosebud, Magnitude* and *Pyewacket*.

Sisterships — Three SC 52s (*Rosebud, City Lights, Vitesse*, correcting out in that order), three SC 50s (*Rollercoaster, Bay Wolf, Oaxaca* in that order), two J/44s (*Acey Duecy* over *Kaimiloa*), two J/120s (*Puff* over *Gingerbread Man*), three SC 40s (the modified *Solution, Osprey, ProMotion*, in that order), two X-119s (*X-Dream* over *Perestroika*, like last time), two Cal 39s (*Scotch Mist* over *Siren*), and two Riptide 35s (*Ripple* over *Terremoto*).

Long distance award — Four boats 'hail' (wink, wink) from Delaware: *Cirrus, Aldebaran, Puff* and *Acey Duecy*. *Puff* actually sails out of Mamaroneck, NY, and is the real winner of this award. *Pursuit* is also from the Right Coast, sailing out of Virginia.

Oldest sailor — No one will 'fess up to this one, but we're pretty certain the following sailors are old enough to collect social security: Roy E. Disney, Commodore Tompkins, Randy Paulling, and Bill Siegel. Certainly there are others.

Youngest sailor — Probably August



'Scorpio', a custom aluminum Wylie 42, should fare well in Division D.

MARIAH HEALY

Teague, age 17. He and his dad Harry will sail on *Solution*, along with another youngish father/son team, Skip (20 years old) and Hal McCormack.

Least sail changes — The double-handed WylieCat 39 *Sabra*.

Most masts — The relatively new Millennium Falcon is the first three-master

ever to enter the Pacific Cup. She may be the only one with twin bilge-keels, too.

Ulterior motives — *Blue Chip* is using the Pacific Cup as a feeder to August's Kenwood Cup. The *Gingerbread Man* crew is delivering the boat to her new home in Hawaii. In years past, several boats used the Pac Cup as the first leg of an extended cruise — like it or not, those days are over.

Okay, okay, enough background — it's time to find out how the race is unfolding. By far the best way to follow the fleet will be to surf the internet to www.pacificcup.org, where daily updates, photos and emails from the crews will be posted. You can even email back to the boats this year, or at least the ones with computers and fairly modern single side-band radios.

If you, or your friends, don't have access to the web, you can always wander into the nearest West Marine store and inquire how the race is progressing. And be sure to tune in here again next month, to read all the gory and pleasurable little details.

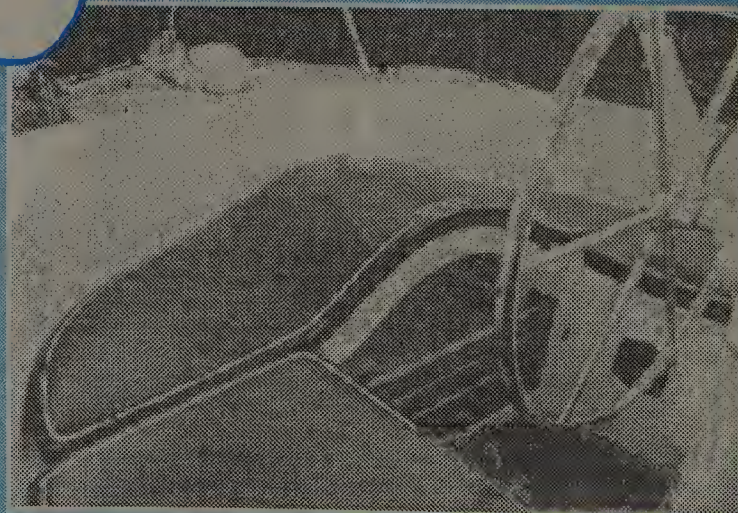
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Extract from Classic Boat Test UK March 1997

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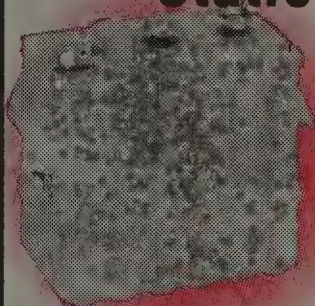
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MAX EBB

One would think that a business conference in Hawaii would be a wonderful junket. Warm trade winds, tropical beaches, island sightseeing, all on company time. But the truth is, the inside of a hotel convention center on a tropical island looks just like the inside of a hotel convention center anywhere else in the world. Sure, we get the leis at the registration counter, and yes, we're allowed to wear flowery shirts under our business suits. But it's still a stuffy air-conditioned convention hall, and we have to endure the same lectures by the same industry regulars no matter what the venue. They might just as well have staged the event in Des Moines.

By the third day I'd had enough, and decided to skip out on the afternoon session. The rental car, which had until this point only moved me from the airport to the hotel, found its way to the nearest yacht club, where I was able to apply years of practice and confidently walk in the front door, unchallenged by the reception desk.

It's a fine art, walking into a yacht club as an uninvited guest. You can't be too dressed up, but you can't be too slovenly either. You have to look like a sailor, but not a sailing bum and certainly not a tourist. You have to nod politely to the receptionist as if you know them, and your expression should tell them that they should recognize you. And above all, you can't stop to think which way to turn once you're inside. Walk in, turn right, left, or go straight, but in any case keep moving and don't stop to think. None of this was really necessary at the club I found, but of course I didn't know that at the time. I waltzed in, turned right in accordance with my plan, and found myself in the open-air dining area. I seated myself at a vacant table near the pool.

The space had all the usual yacht club dining room stuff: trophies, burgees, pictures of boats — but three of the four walls simply weren't there. It was open to the breeze, and a nicer place to have lunch would be hard to imagine. A very pleasant waitress handed me a menu, and I resisted the temptation to say "I'll just have the usual." Instead the mahi-mahi burger looked tempting, so that's what I ordered along with a brand of local beer that I had seen advertised on the way over.

I still had no idea if this club would take my cash, credit card, signature for inter-club billing, or throw me out on my ear. But why worry — I just leaned back in my chair, taking in the warm humid trade wind air blowing through the space, the boats in the harbor, the mountainous spine of the island rising straight up

into the clouds, the palm trees, and the glistening long black hair of a solitary swimmer doing leisurely laps in the pool.

It was then that I became aware of some sort of commotion down on the dock, only partly visible from my table.

"Another one is in!" someone announced, and it seemed that half the people in the dining area jumped up from their tables and ran down the gangway.

I had almost forgotten. This club was the hosting the finish of a race from Cali-



Throwing people in the water after long passages dates back to Roman times, when navigators were more commonly thrown to lions.

fornia to Hawaii, and I had stumbled into it just when one of the higher-placed finishers was arriving.

All manner of welcoming paraphernalia was rolled down to the dock: pitchers of drinks, trays of sushi, freshly-strung flower leis. And a detachment of rather attractive and well-dressed young women to administer same.

After a few minutes most of the diners returned to their tables, and my mahi-



gracious about my intrusion.

Meanwhile the newly-arrived crew staggered up the gangway, led by two very disheveled-looking young women, flowers around their necks and drinks in their hands. They could barely walk straight, and it probably wasn't because of the mai tais.

"They're making heavy weather of that gangway," noted my table-mate. "Not surprising after two weeks at sea. But rumor is they'll correct out pretty well, might even take the whole pot of poi."

The crew had plotted a course straight for the pool.

"Navigator goes in first!" shouted one woman as she chased the other around the edge of the dining area.

"Like, no way," said the one in front.

But two equally-squalid-looking and uncoordinated young men had gone the other way around the pool to intercept, and rather than endure a 2:1 tackle on cement by two guys who can't even walk straight on solid land, the navigator dodged their lunge by sidestepping into the pool, deftly holding her glass above water as she submerged.

"Kewell!" she said when she examined the glass after surfacing, noting that its contents were relatively undisturbed.

That's when I realized that I knew that woman. It was Lee Helm, who, come to think of it, hadn't been seen around the marina back home for a couple of weeks. She sipped her drink slowly while watching the rest of her crew dunk each other, then put the glass down on the edge of the pool. She floated lazily on her back for a few minutes, swishing water through her hair and the armpits of her salt-stained crew shirt. Then she crawled up the steps at the shallow end, weighted down heavily with soggy clothes and flowers. I waved when she looked over in my directions.

"Yo, Max!" she walked over to our table while wringing water out of her shirt. "That feels sooooo great!"

"I imagine it would, after 2,000 miles. Join me for lunch?" Lee seated herself next to me with a squish.

"Just be careful not to drip pool water on my suit."

"Like, especially after me and my grungy crew were swimming in it," she added.

"S"ince when are you on a Trans-Pac boat?" I asked.

"Since about one day before the start," she said excitedly. "It's the only way to fly. I mean, like, six months before the race, everyone was full up. The RC had a whole pile of resumes from hopefuls, and the only spots open were on dorky crab-crushers. But like, at T minus two weeks things started to thaw, and I held out 'til the last day. Got a great ride. Didn't have to pay a share of the charter, didn't have to do any of the work parties, didn't have to help with provisions. BTDT."

"So you circle like a vulture," commented the older gentleman at our table, "until some unfortunate crew with a bad back or a crisis at work has to drop out?"

"For sure! Heck, somebody has to go. Everyone else in that pile of resumes had booked up something else to do by D-day."

"Well, I must congratulate you," he said. "You seem to have corrected out on all the other boats in your class that are already in."

"Thanks!" Lee acknowledged as she looked at the menu that was dropped in front of her.

"And to think that when I started racing," he sighed, "they wouldn't even let a girl on as cook!"

"To what do you attribute your. . ."

". . . Timing?" Lee interrupted before my question was finished. "We just went the right way at the right time, I guess. But like, a lot of other boats did, too, and we're probably not the most gonzo crew. Our secret weapon was three things in combination: radar, solar panels, and the two-pole jibe."

"Double poles on that boat?" asked the older man. "That used to be standard in CCA days, but haven't seen it much on boats as light as yours."

"It's way cool. We could jibe with only two people on deck most of the race, three when it was really rowdy. And there's almost no weight penalty for setting up that way. I mean, you need the spare pole anyway, and a jib halyard is the second topping lift, and we already use separate sheets and guys, so like, the only additional rigging is the second foreguy, which we converted our old double-ended single foreguy into without even drilling another hole in the deck."

"What did this have to do with the radar and the solar panels?"

"The radar is for tracking and intercepting squalls. The solar panels keep the batteries ahead of the radar, so we're not discouraged from using it a lot. Our hit rate on squalls got to be pretty good. And because we can jibe without having to wake anyone up, we jibe for like totally capricious reasons. We can flop over, then say 'nope, let's go back' and we can jibe

mahi burger and beer arrived. But before I had gotten very far into either, the waitress approached my table again. From her expression it seemed that there was a problem. Was I about to be shown the door?

"Sir, would you mind sharing a table?" she asked. "we're full up."

"Of course not, no problem."

An older but fit-looking gentleman seated himself across from me, while the waitress apologized for not having a separate table for him. I was probably at 'his' regular table, and the club was being very

back. Think how pissed the off-watch would be if they had to roll out of their racks for that."

"All hands! All hands!" came a shout from the pool. One of Lee's crew was calling for urgent assistance. Conditioned for instant response, Lee threw down her menu and hurled herself back towards the pool to see what the problem was, leaving a large puddle of water on and around her chair.

I turned my attention back to my lunch, and chatted with the gentleman at my table after we introduced ourselves to each other. It turned out that he was to be delivery skipper for the return trip of one of the larger boats, and was seriously short of crew.

"Seems like everyone who knows the difference between a barnacle and a binacle has been asked to help with this delivery," he said.

"You know, a few of my friends at the yacht club back home would love to do the return leg," I said. "They've never been offshore, but they're planning long cruises someday, and this would be a great way for them to build experience."

"Well, tell 'em to get their transoms out here. With 70-odd boats all wanting to sail back to the mainland at about the same time, anyone who can read the index cards on the bulletin board will find a berth. That is, barring any obvious personality disorders."

Then we were distracted by another shriek from the pool — a very high note struck by a female voice — and we looked up to see one of the greeters airborne over the water. She, like the rest of the bevy of welcoming wahines, was wearing a long form-fitting dress in a flowery Hawaiian print pattern. It was eye-catching even when it was dry. Splash! She was followed by most of her friends. Quite an eyeful, I thought, when they pulled themselves out of the pool, shrink-wrapped in clinging semitransparent cloth and wet hibiscus blossoms.

"Nice lines," noted my elderly tablemate. "Not a hard chine or knuckle in the lot of 'em." We watched the show for a while, and when the waitress took our plates I asked if this was a typical reception for a TransPac finisher.

"Oh, I think this one is a little bit rowdier than most," she allowed. "But they know the risks. Consenting adults, and all that."

"It's not a bad arrangement," explained my friend. The greeters are local folk — usually not even sailors — who sign up to throw the welcoming party. These can

HOW TO GET A RIDE BACK FROM HAWAII

1) Be there in person! Odds are better than 90% you'll have an offer on a decent boat, assuming you have no obvious personality disorders.

2) Don't expect to be paid, or even get air fare reimbursed, if you're new at this.

3) Don't agree to pay any of the boat's expenses, including consumable provisions. That's usually on the boat's account.

4) If you will have navigation responsibilities, don't agonize over the weather routing too far in advance. Whatever return route strategy you decide on, conditions will be different from what you had planned.

be pretty elaborate, and often involve staying up 'til four in the morning — and in return they get an invite to the awards banquet and a daysail on the boat, if it isn't too badly broken. A lot of fast friendships get made between crew and greeters." He said that as he gestured over to the pool where they were all being tossed in again.

"But she's right," he observed thoughtfully. "this crew is enjoying it a little more than most. Hell, if this happened every day around here, I could tear up my Viagra prescription."

"So are you serious about needing more crew?" I asked, thinking it best to get back to the earlier subject. "What's the typical deal for a recreational sailor with a few years of sailing on the Bay, but no racing and no time offshore?"

"People like that are sure in demand, but they usually can't expect a ticket out here. Mainly because the skippers want to meet them first. For example, I reserve the right to change my mind about someone right up 'till the time we leave."

"So it's the personality more than the sailing skill."

"Exactly. This trip is like being locked in a bathroom with someone for three weeks. Even if they don't know how to sail, they'll learn the necessary watchstanding skills quick enough. But if they're wankers, the trip is miserable for everyone."

"Plus you have no way of knowing if they get terminally seasick, unless you can go for a trial sail."

"It's safe to assume that everyone's going to be sick for the first couple of days beating into the trades. Especially people who live in tropical islands, for some reason. One thing I've found, though, is that on the long trips, the fewer drugs they take, the sooner they snap out of it. But I

do have a diagnostic test that lets me know right away who's likely to be really bad, and who's going to have the proverbial cast iron stomach."

"You mean you can actually predict who will get seasick?"

"Darn right," he said. "It's not 100 percent accurate, but usually a pretty good indicator."

"You've got to tell me how this works."

"Okay, I'll give you the test. Just look right at my nose, and imagine your head is a sailboat heeling over about 30 degrees on port tack."

I did as instructed.

"Now come about slow. Tack from port to starboard, taking about a count of three to go from one tack to the other. But be sure keep looking right at my nose the whole time."

"Ready about!" I said, and rolled my head over the other way, concentrating on this man's nose the whole time.

My new friend frowned and shook his head. "A born puker," he pronounced.

"Well," I admitted, "I did get sick a lot when I first started ocean racing. It's been getting better over the years, with perseverance."

"Right, this is a test of innate susceptibility, and it can be overcome with time and acclimatization."

Lee joined us at the table again, fresh with a new supply of pool water soaked up by her clothes and decorative flora. This time she stayed long enough to get her lunch order in, and for the older sailor to administer his diagnostic procedure on her.

"Cast iron," he pronounced, after watching Lee go through the exercise. "It takes a lot to get this one to lose her cookies."

"Never been seasick," she confirmed, while knocking her fist twice on the wooden table top. "But like, I know that somewhere out there is a set of response amplitude operators and a matching sea spectrum that has my name on it."

"See?" said our friend.

"Okay, you have to tell us what you look for in this test," I demanded.

"It's all in the way the eyeballs move when the head leans left or right. If they stay centered in the eyes," he demonstrated as he spoke, "then susceptibility to motion sickness is minimum. If the eyeballs roll to the top of the sockets, then we have a problem."

"Fascinating," I said.

"But isn't that really just a test of the coupling between roll and yaw of the head?" said Lee. "I mean, like, what would that have to do with the visual-gastro-vestibular-conflict that causes motion sickness?"

"I have no idea how to explain it," he said. "But it seems to work just the same."

Next to join us at our table were two of the greeters, still in their wet dresses and droopy flower leis. Although now they had found beach towels to wrap around themselves in deference to the transparency of wet cotton. They had been looking for our friend the delivery skipper, although they had never met. The waitress had pointed them toward our table.

"Do you still need for more crew for the sail to California?" she asked as she used a corner of her towel to wipe some smeared makeup from her face. "I got your name from a card on the bulletin board.

I've never sailed in the ocean, but I'd really, really like to go."

"Yup, still have an opening," he said. "What other sailing have you done?"

It turned out that she had done some practices as crew with the university sailing team, but that was about it. However, they had some acquaintances in common, and it seemed as if the interview was going well despite her minimal sailing experience.

"One little test I need to do," said the old skipper. "Look right into my eyes, and roll your head slowly from side to side."

He gave her the detailed instructions for the motion sickness susceptibility test, and I noticed that while I had been told to look at his nose, this young crew candidate — and Lee, for that matter — had been told to look into his eyes. When she started moving her head, her eyeballs were jumping around like peas in a frying pan. "Too bad," I thought to myself. She certainly has the enthusiasm.

"A cast iron stomach," declared the

skipper. "You'll do great in the ocean."

Lee and I exchanged surprised looks, while the new crew practically bubbled over with excitement when he told her that she was on for the crossing.

Suddenly I was confronted by three large and very wet sailors with rum on their breath.

"Our navigator says you're next," one of them informed me.

"What?" I said in astonishment. "Are you sure you have the right person?"

"Ebb, Maxwell," said the biggest of the three, as if reading from a court order.

I was plucked from my chair and carried bodily towards the pool.

"But I came here on an airplane!" I protested. "Dammit, I'm a civilian!"

It was no use, they had their orders. Although I do give them credit for observing proper etiquette by removing my wallet, keys, and shoes and making sure they were properly looked after. And then I, too, was airborne over the pool — and seconds after that I was floating in the warm water. Lee was right. It felt great.

— max ebb

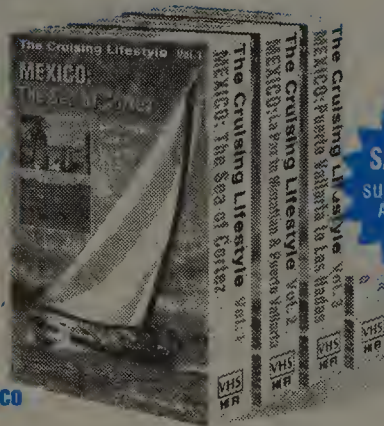
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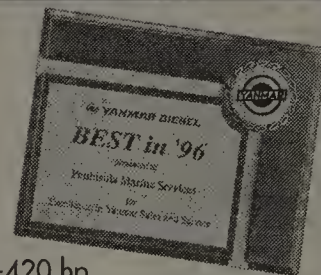
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THE CHANNEL ISLANDS —



As mid-summer approaches, both first-time and veteran cruisers are casting off their docklines and setting sail for points south — far south — in anxious anticipation of reaching the fabled cruising grounds of Mexico, Central America and beyond. If you're one of them, this article's aim is to remind you not to race for the border too quickly, and cheat yourself out of experiencing one of the most fascinating cruising grounds on the Pacific coast — the Channel Islands.

We also remind *would-be* cruisers who are eager for practical experience that these isles make an ideal venue for perfecting essential cruising skills. A short stay in the Channel Islands will give you daily opportunities to practice piloting, anchoring and making surf landings by

ALL ORNAMENTAL OFFSHORE ISLANDS ARE HIS GROUNDS



The original inhabitants of the Channel Islands were the peaceful Chumash Indians, who believed their ancestors sprang to life on Santa Cruz Island. Legends claim their Earth Goddess laid out a 'rainbow bridge' across the channel so they could populate the mainland. Luckily, these days there's a less precarious way to cross between and mainland and these historic isles — by sailboat. Spread: Two cozy anchorages on the north shore of Santa Cruz Island: 'Lady's' (on the right) and 'Little Ladies'. (Photo: Latitude/Andy.)

linghy, while experiencing the solitude of nights on the hook away from the hubbub of mainstream society. And bear in mind that while the Central Coast is typically shrouded in fog during the summer months, the islands are just far enough offshore to enjoy sunny skies a good deal of the time.

If you don't yet have your own boat or are reluctant to sail the 275 miles to reach this remarkable destination, you might consider renting a well-equipped bareboat this summer or fall from a charter outfit

in either Santa Barbara or Oxnard.

Although most of the islands in the group lie less than 30 miles from the bustling beach towns of the mainland, they are — with the exception of Catalina — almost completely uninhabited and undeveloped, and are home to an inordinate variety of marine life. While there are few all-weather anchorages, there are a variety of broad bays and narrow coves to take shelter in.

Five of the eight islands — San Miguel, Santa Rosa, Santa Cruz, Anacapa and

Santa Barbara — and their surrounding waters have been designated as a National Park for nearly 20 years. As a result, their delicate ecosystems have been able to maintain a rich variety of flora and fauna — in fact, more than 100 species of plants and animals resident here are found nowhere else on Earth.

Six species of sea lions and seals call these waters home, and at different times of the year as many as 27 varieties of whales, dolphins and porpoises can be spotted. For sailors heading south, San Miguel offers protection after rounding Point Conception. A long, cross-island hike will help you regain your land legs and give you a rare look at one of Mother Nature's most bizarre creatures, the elephant seal. Thousands of them migrate

THE CHANNEL ISLANDS



there to mate annually. You'd be ill advised to swim with these monsters, but elsewhere in the islands, when the sea state is calm, snorkeling and scuba diving allow you entrée to spectacular kelp forests teeming with sealife.

For visiting cruisers, one of the most unique features of Santa Cruz and Anacapa Islands is their great abundance of sea caves, many of which can be explored — with ample caution — by dinghy or kayak.

Just as the dramatic rock outcroppings called 'Los Friaes' symbolize Cabo San Lucas, this famous arch off the east end of Anacapa has long been the signature image of the Channel Islands.

In the coming months we hope to bring you more detailed insights into these extraordinary isles, which comprise California's only offshore cruising destination. But don't wait for us to tell you more about them. Go check 'em out for yourself.

— latitude/aet

Notes & Numbers

While Catalina is quite developed, with several busy anchorages, San Clemente, the southernmost isle, and San Nicolas, which lies the farthest distance offshore, are administered by the U.S. Navy and are not open to public visitation.

However, landing without a permit is permitted on all five islands of the Channel Islands National Park, at the following sites. (East Anacapa and Santa Barbara have small docks; all others require beach landings.)

- East Anacapa: at Landing Cove
- West Anacapa: at Frenchy's Cove
- Eastern Santa Cruz: anywhere on the east end; facilities at Scorpion Anchorage and Smuggler's Cove
- Santa Rosa: anywhere, except for seasonal closures
- San Miguel: Cuyler Harbor
- Santa Barbara: at Landing Cove

The entire western end of Santa Cruz Island is now owned by the Nature Conservancy, which requires a permit to land anywhere within its jurisdiction. Call (805) 962-9111 for details.

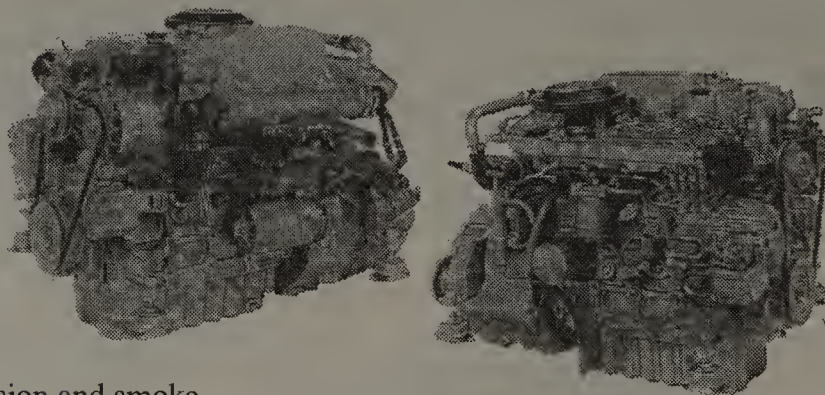
For brochures and detailed information on the Channel Islands National Park call: (805) 658-5730; or write to: 1901 Spinnaker Drive, Ventura, CA 93001.

Bareboat rentals: (in Oxnard) Marina Sailing (800) 262-7245 or (805) 985-5219; (in Santa Barbara) Santa Barbara Sailing Center (800) 350-9090 or (805) 962-2826.

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RECREATIONAL BOATER'S GUIDE

Boating should be fun. One event that can disrupt a pleasant day on the water is a boarding by the Coast Guard. The only way you can positively prevent a Coast Guard boarding is never to put your boat in water under the Coast Guard's jurisdiction. But there are steps you can take before you leave the dock to make a boarding less disruptive, and things to do during a boarding to help

The overriding motivation is detection of illegal drugs.

yourself. And, if the boarding officer finds violations, there are actions you can take to minimize the adverse consequences.

Overview of the Coast Guard's Law Enforcement Program

The Coast Guard boards boats "to ensure compliance with all applicable laws and regulations." Not all laws and regulations were created equal, however. The overriding motivation is detection of illegal drugs, and that priority shapes the way all boardings are done. Even when the boarding officer watches you pull away from your dock in a boat suited only for sheltered waters, you will be viewed as a potential drug smuggler.

Lower on the list of priorities are the interdiction of aliens attempting to enter our country and promotion of commercial fishing vessel safety. Still lower in priority are recreational boating safety and boating while intoxicated. Being so low on the list, one might expect recreational boats to be boarded only rarely. But because they are easy targets, each of which might, theoretically, be carrying drugs, they enable the Coast Guard to produce large numbers of boardings at relatively low cost. The Coast Guard uses statistics generated through these boardings to help support its budget requests.

To understand the Coastie mentality remember that this agency remains proud today of its glorious heritage chasing rum

runners during prohibition. The Coast Guard leadership seems to take a perverse pleasure in outdoing other agencies in terms of blind support of government programs. It carried 'zero tolerance' drug enforcement to extreme levels when other agencies were tempering their enforcement with at least a little common sense.

Individual motivation offers important clues for understanding why boardings happen as they do. Many Coasties joined the service to perform rescues, protect the environment, or promote maritime safety, but an unfortunate number were lured by the siren's song of power enjoyed by law enforcement officers. With very few exceptions, Coasties are sincere in their desire to serve the country, but many accept the antidrug propaganda that equates all illicit drugs with the devil, communism, pedophilia, and every other evil. The Coast Guard teaches its members to put little value in personal rights and privacy, especially when drugs are involved.

The vast majority of recreational vessel boardings are done by teams operating off cutters or from small boat stations. Recreational boaters generally need not concern themselves with activities of the Marine Safety Offices with one exception - oil spills. If oil is discharged from your boat, you may hear from one of their investigators. Otherwise, these people are primarily concerned with commercial vessels: those carrying cargo or passengers for hire.

Coast Guard Enforcement Authority

When you drive your car on the streets of America, no police officer can stop you just to check that your brakes are in good working order and, since he has you stopped anyway, look in your trunk to see if you might happen to have a load of drugs. To stop you, the police officer must at least have a reasonable suspicion, based on facts, that you are engaged in some illegal activity.

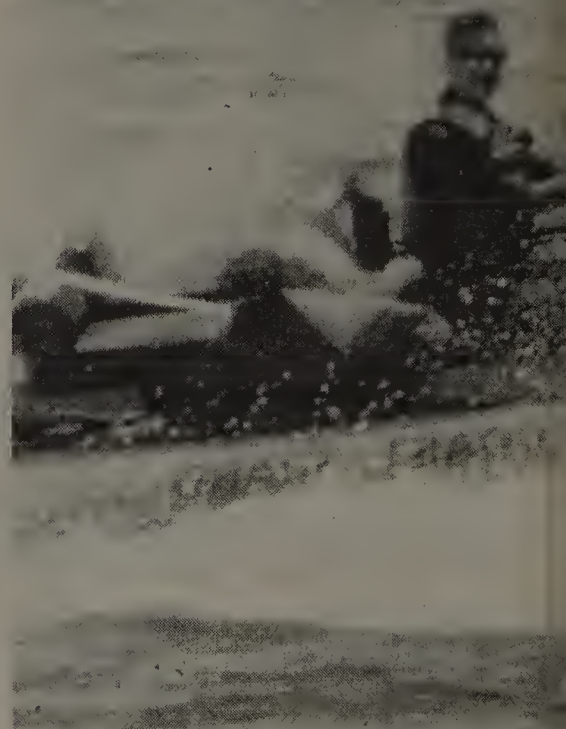
Yet the vast majority of boardings by the Coast Guard are done on boats suspected of no wrong.

Please note: The information presented here is of a general nature and limited to civil penalties which may be assessed by the Coast Guard. It expressly avoids issues raised by specific statutes or regulations, including violations which might be prosecuted as criminal offenses. This information should not be construed as advice on how to deal with any particular situation, and there is no assurance that a person will obtain a favorable result by following the offered suggestions. Anyone with a question about a specific case should consult legal counsel. This information is drawn from documents available to the public and from the author's personal observations and analyses, and does not represent any official position of the U.S. Coast Guard. This should not be cited in any official proceeding for any purpose. All information is believed correct as of the time this was written, but is subject to change.

ALL PHOTOS LATITUDE ARCHIVES



Above: Makin' a list and checkin' it twice. Sp
Scenes like this scare law-abiding citizens.
Ine the effect on criminals!



TO COAST GUARD LAW ENFORCEMENT



What is Going on Here?

The Coast Guard asserts a right to stop and search boats based on a variety of federal laws. (The Coast Guard prefers to say these are "inspections" rather than "searches" but this exercise in semantics is merely an attempt to minimize the invasion of privacy which occurs.) In addition to a general grant of authority, there are myriad specific statutes which give the Coast Guard enforcement powers in various situations.

The most important special power is one that designates Coast Guard members as customs officers. This authority dates back to the Coast Guard's establishment in 1790, originally as the Revenue Cutter Service, specifically to catch smugglers and increase the collection of import duties. Because the courts recognize extraordinary powers to maintain the security of our borders, this grant of authority offers the most potent basis for boarding vessels which are suspected of no wrongdoing.

With the exception of the three lowest enlisted ranks, all active duty Coast Guard members have law enforcement powers. But even for most Coasties assigned to cutters or small boat stations, doing law enforcement is a minor part of their job. As might be expected, while some Coast Guard members are highly skilled and knowledgeable about law enforcement, others struggle.

Boarding Procedures

I would like to be able to say that if your boat appears squared away you will reduce your risk of a boarding, but this is not necessarily true. When you are selected for a boarding you should be told whether to remain underway or heave to. The most common practice is to maintain a straight course, often heading directly into the swell, at about 4 knots so you and the Coast Guard boat can maintain steerage way and minimize your roll. Sailboats present special problems because of their rigging, and the boarding officer may know little about sailboats; he or she is likely to want to come aboard by grabbing your lifelines, but you should suggest that the boarding party come aboard at the shrouds.

The boarding party will normally consist of at least two Coasties. Some may be junior enlisted personnel without law enforcement authority, but at least one will have that authority.

Expect all boarding party members to be armed with pistols. One person is the designated boarding officer and will supervise the boarding party.

The boarding officer will normally want

RECREATIONAL BOATER'S GUIDE

to find out immediately how many persons and weapons are on your boat. Depending on circumstances, the boarding officer may want to gather your crew and passengers in a central location, usually on deck near the stern. Once the Boarding Officer begins his check of equipment, boardings usually go best if the master of the boat stays near the boarding officer to answer questions and to point out required equipment. Be sure that while you are dealing with the boarding officer, someone else maintains watch at the helm. You may find yourself below decks for an extended period while explaining your plumbing to the boarding officer.

Standard Coast Guard procedures call for the boarding party to conduct a security sweep of your boat. This involves looking in every part of your boat within which a person or other hazard to the boarding party could conceivably be concealed, such as cupboards, hanging lockers, the head, and engine compartment. Some boarding officers believe that this allows them to search every part of the boat on the theory that a tiny bomb could be concealed among your underwear or behind your stereo. While the official justification for this search is to ensure the safety of the boarding party, the real reason is to look for drugs. The Coast Guard believes the courts will be more likely to uphold these searches if every boater's privacy is violated rather than an unfortunate few. Some boarding officers will use common sense and will not do a security sweep unless there is a reason to believe someone may be lurking on the boat.

If the boarding officer thinks you have consumed alcohol, he or she may want you to perform a sobriety test similar to that used by police officers on persons suspected of drunk driving.

Although these procedures supposedly were developed for use on the water, many of the test elements can be unreliable when applied to someone who has been out in the wind and sun or on rough water. Boarding officers are trained to interpret the results, but their skills vary and common sense, the most critical element in analyzing the test results, cannot be taught.

You have the right to remain silent, but should you? You must provide identifying information including name and address if you are the operator of the boat. You are not required to produce a driver's license or other identification paper, but doing so may speed the boarding process. You are not required to provide your social security number during the boarding, but this may be required later if there is a violation. You must produce the origi-

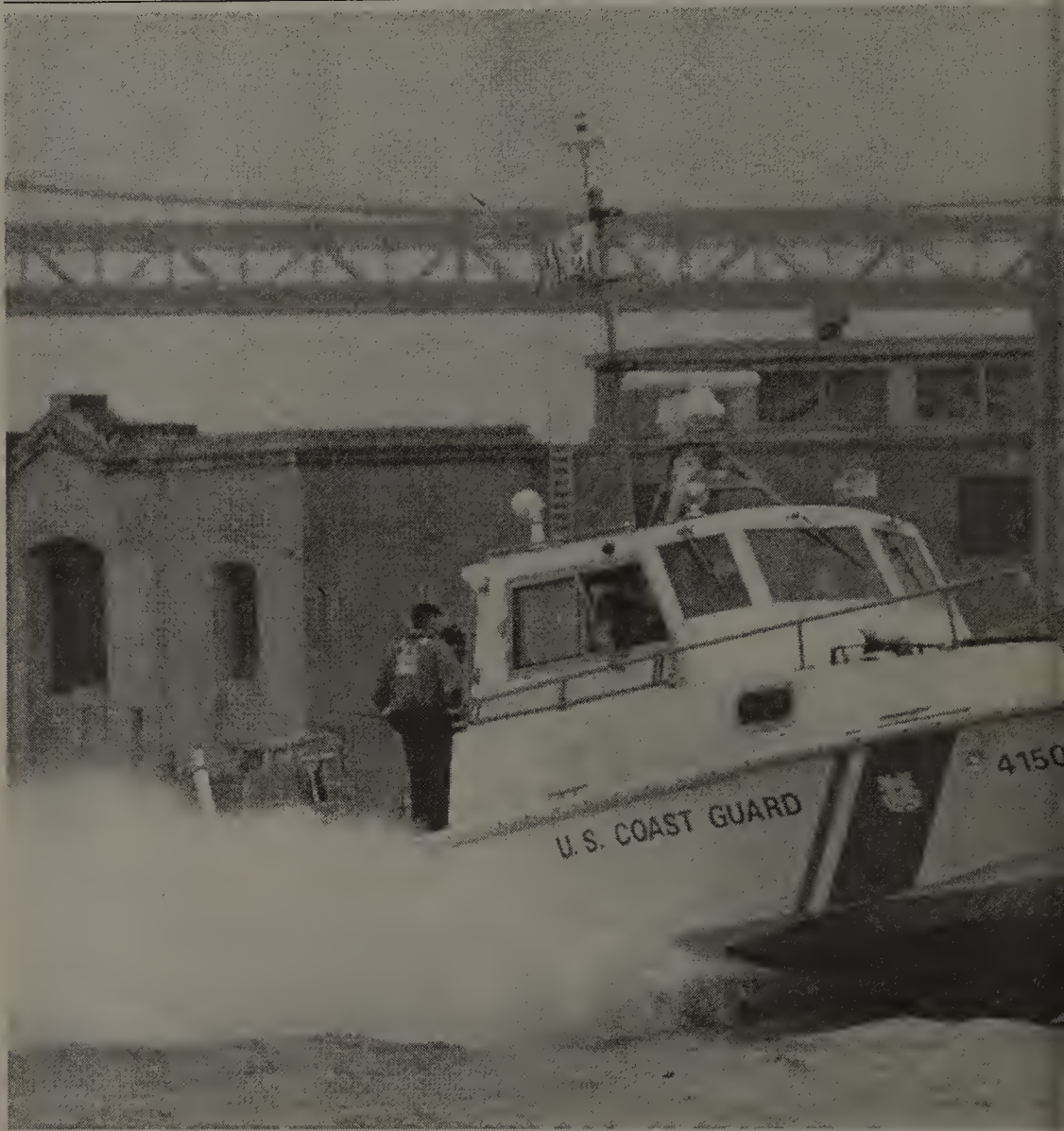
nal registration or documentation for the boat. Pleasant conversation with the boarding party is usually good, but volunteering information regarding your actions, equipment, or the like may cause problems.

At the conclusion of every boarding, the boat's operator should receive a copy of a boarding report form which, among other things, describes the boat, identifies the owner and operator, identifies the boarding officer, and either states that no violations were found or identifies any conditions which appeared to constitute violations. Keep that form for at least a year. If it shows no violations, you will want to show it to the next boarding officer who wants to disrupt your sail, although you may be boarded again anyway. If it describes violations, you should act immediately to correct the violations and to ensure that you will be prepared if civil penalty proceedings are initiated against you.

The time to prepare for a boarding is before you get underway. You should

check your equipment against the requirements for recreational boats. The Boarding Officer will use those requirements as a guide for going through your boat. While checking your bell and fire extinguishers the Boarding Officer will be alert for signs that drugs might be on board. So long as there is no particular reason to suspect contraband is on your boat, the boarding party is unlikely to dismantle your interior or drill into your decks or bulkheads.

There are many sources of information to help you know the requirements for your boat. One of the best is the Coast Guard Auxiliary. These are civilians who volunteer their services to the Coast Guard. They may be found periodically walking docks or in booths at larger boat shows, or your local Coast Guard unit may tell you how to reach them. They will inspect your boat and its equipment at your dock. If they find discrepancies, no penalties will result. (If they notice drugs, or see a ring of oil around your boat, they probably will report that, however.) If you



TO COAST GUARD LAW ENFORCEMENT



Policing inland waterways is just one function of the Coast Guard. With runabouts like this one, they can get from point A to point B in a big hurry.

them, the owner of the damaged property should submit a claim by letter with the following information: name, address, and phone number; when and where damage occurred; name of your vessel; name of the boarding officer and his or her unit (from the boarding report form); the exact dollar amount of the damage; identities of any witnesses; description of the damage; copy of any repair estimate; and photos of damage, if helpful. For damage arising west of the Rocky Mountains, the letter should be sent to Claims Branch, MLC PAC, Coast Guard Island, Alameda, CA 94501. They will probably need additional information depending on the particular circumstances of your damage. Do not expect to receive a check quickly; the government has extensive regulations to ensure that only proper claims are paid.

If the Boarding Party Finds Violations

Don't argue with the Boarding Officer about whether something is legal. Be sure you understand the Boarding Officer's perception as to the nature of any violation. While most common violations are straightforward, some are subjective or fairly technical, such as the requirements for placement, spacing, and colors of state registration numbers. So long as your demeanor appears receptive and the Boarding Officer is not pressed for time, most Boarding Officers will explain the problem and how to correct it. If you can fix it on the spot, e.g. replace a burned out running light, do it while the Boarding Officer is still on board if he or she is amenable. This might change a cited violation to a warning, and will certainly reduce any penalty.

If there are violations, even for requirements that seem trivial, don't expect to get off with a warning. Boarding Officers' discretion is limited by regulations, and they may issue warnings only if they have received special training and are authorized in writing to warn. Even then, not all violations may result in a warning. What is initially written as a warning may be processed for a penalty later if it turns out it was not a warnable violation, the Boarding Officer was not authorized to warn, the boat had too many violations, or during processing of the boarding report a previous, recent violation or warning is found. Some Boarding Officers get around the limitations on warnings by intentionally not noting a violation on the boarding report, and they may or may not discuss the violation with the boat operator. Just because a violation was not cited

does not mean you would not be cited for it if boarded again tomorrow. One of the least persuasive arguments is "I got away with it before, I should be able to keep getting away with it."

Occasionally you may receive a "no violation" copy of the boarding report but later receive notice of being processed for a penalty, or there may be additional violations beyond those originally cited. It may not be fair, but nothing prohibits processing for any violation supported by substantial evidence, regardless of prior notice to you.

Make it a top priority to fix every identified problem as soon as you return to shore. Do not wait until the next time you are headed out; you may find yourself pressed for time. Do not wait for notice from the Coast Guard that you are being processed for a penalty. If there were not enough life jackets, fire extinguishers, etc., buy what you need and keep the receipts. You may want to take photographs showing your action to correct the problem. Such photos and receipts may help in a later civil penalty proceeding.

Oil Spills

It is virtually impossible to operate a boat engine, inboard or outboard, without causing some petroleum products to enter the water. To judge whether an oil discharge is a violation, the Coast Guard uses what is known as the sheen test. If there is an iridescent sheen on the surface of water, then there is a harmful quantity of oil, and a violation. There are exceptions to this rule, but it is extremely difficult to get the Coast Guard to acknowledge those exceptions.

Oil spill violations arise only rarely during a boarding; rather these typically come while your boat is unattended at your dock and its automatic bilge pump kicks on, or while you are fueling. If a spill is reported to the Coast Guard, you may or may not be notified at the time. Unless the spill is large or it appears that a cleanup of the spill would be practical, you may never meet the pollution investigator face to face.

Minor spills may result in a ticket written by the investigator. If you receive one of these tickets, you can pay the penalty it names and be done with the case. You can ignore this ticket, in which case the information will be reviewed and, if warranted, processed for a penalty; that penalty may be more or less than the amount on the ticket. Be careful not to confuse a ticket with the notification sent by a Hearing Officer.

Keep in mind that you are required to notify the Coast Guard of any oil discharge

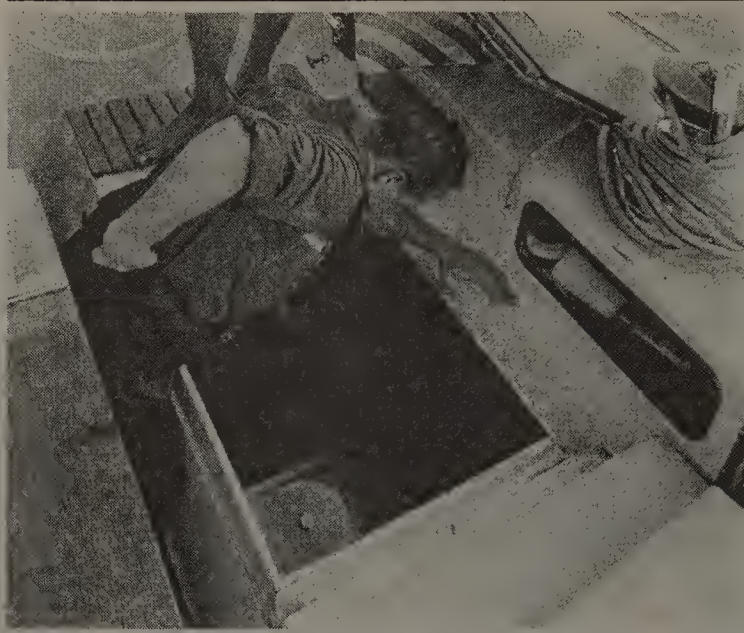
Damage During Boardings

Sometimes damage occurs from the Coast Guard small boat coming alongside or due to actions of the boarding party. The general policy is that the Coast Guard will pay to repair damage done during boardings, although there are some exceptions to this policy. If you notice any damage during the boarding, such as a boarding party member bends a stanchion while scrambling over the lifelines, be sure to point it out and ask for a copy of the form to make a claim for damage. If you notice damage afterwards, or if the boarding party did not have forms with

RECREATIONAL BOATER'S GUIDE

from your boat. Your notification may be the sole basis for assessing a penalty against you, and failing to report a spill may be a separate violation. Never, never, never use dishwashing liquid or other chemical or detergent on an oil spill in the water, nor to clean oil off decks if the resulting mixture would drain overboard. This action would be a separate violation and is generally treated as an aggravating factor in considerations of the underlying spill.

Oil-absorbent pads and pillows can prevent a discharge if properly used. You should always have an assortment on board, and have some immediately available whenever filling fuel tanks or adding oil to your engine. If you have an inboard engine or fuel tank, always have a pillow or pad in the bilge, and do not allow it to become saturated with oil or diesel fuel. (If you have gasoline in your bilge, a pad or pillow will not prevent your boat from exploding.) If a small spill happens, and the water is calm, you should at least consider putting pads on the water. Keep in



An inspection is serious business to Guardsmen. The best advice is to grin and bear it. Resisting, arguing or complaining rarely works in your favor.

mind that putting pads on the water may draw attention to the spill, resulting in someone calling the Coast Guard to report it, but you were going to call them yourself anyway, right? Oil in small quantities will naturally decompose; allowing

the natural processes may be the best way to deal with a small spill. Dispose of used pads and pillows in trash receptacles on shore. Keep your receipts for purchases of these pads and pillows so, if you ever are cited for a spill, you will be able to show that you are an environmentally-conscious boater and that you had prepared to deal with a spill.

Due to a quirk in the law, you may be deemed responsible for an oil spill from your boat even if caused by someone else over whom you had no control. Lots of people cry "not my fault," yet are stuck with a penalty. A lack of fault will at least be a mitigating factor in determining the amount of any penalty.

— *Hugh Sage, Commander
U.S. Coast Guard (Retired)
Attorney at Law*

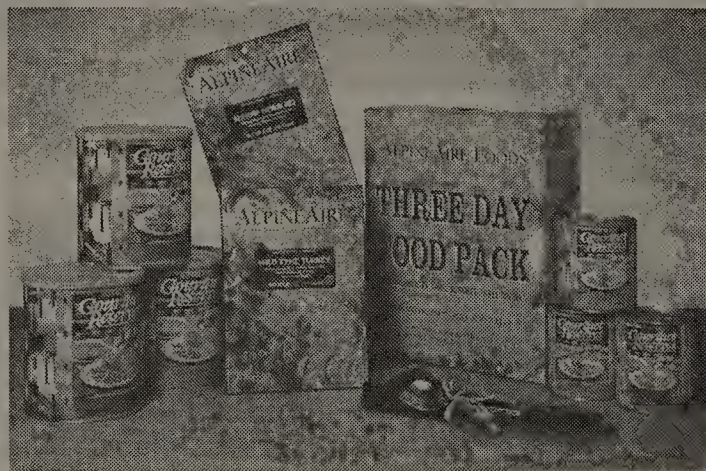
Ed. note — This article was excerpted from Commander Sage's pamphlet entitled Recreational Boater's Guide to Coast Guard Law Enforcement. A second installment will appear in our August issue.

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RAY JASON'S SEA GYPSY VIGNETTES

I've got a bad case of those SHTP blues. That's because on the final Saturday of last month, the Singlehanded TransPac racers set off across the Pacific, bound for Kauai.

And they left without me.

I did this race in 1990 and it was one of the highlights of my life. The fellowship with the skippers, the successful completion of the race, and the weeks of cleansing solitude all wove a web of enchantment around me. And so I lament the fact that *Aventura* and I are not once again heading for the village by the bay at Hanalei.

Well, what better way to cast off the blues than sharing a story with some friends. And since I'm in a Hawaiian state of mind, I'll tell you about the first time that I sailed to those tall, tradewind isles.

I was not singlehanded on that voyage. My crewman was Terry Cassidy. He was also my best friend. We met in college when we were partners on the debate team, or as he liked to say "when we were master debaters." He had a wonderfully skewed sense of humor that he brought to both the podium and the world.

I got my first glimpse of this during a practice match when he kept substantiating his arguments with very convincing quotes from a certain "John E. Hoover." This befuddled our opponents who were frantically rifling through their



file boxes, searching for this source. Sure enough, they fell into his trap; during their rebuttal they accused Terry of making up quotations to support his position. My turn came next, and I calmly informed them that John E. Hoover is also known

as "J. Edgar Hoover." Point and match went to Cassidy/Jason.

Since our friendship had not just survived, but actually flourished, in the pressure-packed world of collegiate debating, I knew that we would do fine as a cruising team. And we certainly did. Our compatability was excellent and entertaining.

We had decided to alternate cooking and dishwashing chores during our voyage. With this system, one person prepared the meal and the other did the dishes. About halfway to Hawaii, I noticed that I was doing a lot of dishwashing and very little cooking. When I questioned Terry about this, his answer was, "Self defense!" He softened this direct but honest blow to my culinary skills by complimenting my tuna salad recipe. He said that he admired the purity of its composition: "One can of tuna, mixed with one jar of mayonnaise."

Hey, they were really little jars!

Our passage to Hilo took a little over three weeks. We were both bemused and bruised by the experience. That's because it wasn't at all like the glossy magazines depicted a tradewind voyage would be. It wasn't just blue skies and cottonball clouds with a gentle breeze propelling us smoothly along. Instead, it was mostly gray, snarling clouds with a constantly stiff wind and big, quartering seas. The pitching and yawing of the boat was so extreme that we thought we were on a thrill ride in a theme park in Purgatory. Burning in Hell began to seem like a preferable option.

But we made it in one piece and a dozen bruises. Other sailors who did the trip from the West Coast to Hawaii didn't

fare as well. They were okay physically; but they were wounded psychologically. Many of them would have sold their boats for 50 cents on the dollar.

Once we were tied up to the seawall in Radio Bay and got checked in, we headed for town. My first impression of Hilo was that it was damp, dilapidated and wonderful. I loved its worn-down timelessness. Besides generally perusing the town, we were specifically in search of a sushi bar.

We had tried to catch our own fish during the passage, but without success. We would see them swimming beside our lures, apparently admiring the craftsmanship of these plastic and chrome imposters. But the fish were too intelligent to bite. After a while, Terry would begin each morning by proclaiming, "Today is the day that I am going to catch the great white Mensa Fish!"

Not only did we find some excellent sushi, but we also made a new friend. Her name was Peggy, and as nautical coincidence would have it, she was working at a motel that was owned by a couple who had circumnavigated their backyard-built sailboat.

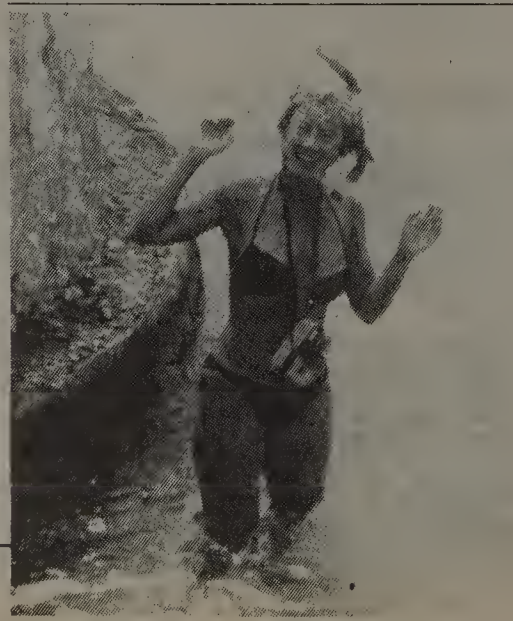
This was perfect, since we could now ask some veteran cruisers whether the extremely roly, uncomfortable conditions which we had experienced on our first ocean crossing were normal. We gathered at their place, which if I recall correctly, was called the Blue Dolphin Motel. It could just as easily have been called the Extremely Self-Reliant Motel. That's because this wonderful couple had not only built their boat by themselves, they had also built this motel by themselves!

They regaled us with great tales from the days when the number of cruisers was in the dozens rather than the thousands. They spoke of pioneer voyaging couples like the Hiscocks and the Smeeton, and of a young singlehander named Robin Lee Graham. It was an inspiring and magical night.

Eventually, when things were starting to wind down, Terry popped the question that we so desperately wanted to ask. "During your circumnavigation, what percentage of the passagemaking days were idyllic and what portion were uncomfortable or downright terrifying?"

In their slow, thoughtful manner, they both paused for about 30 seconds. Then almost in unison they said, "Oh yeah, there was that one really lovely day in the

Left, Terry Cassidy. Below, 'Celery' Hillary.



— THE CELERY FISH



Author Ray 'RJ' Jason, San Francisco street performer, official juggler of the 49ers, sailor, writer and story-spinner, prepares a jugglers omelet. Start with three eggs. . .

Indian Ocean."

Terry groaned and said, "Sounds like we better double the rum ration!"

A few days later we sailed off on a pilgrimage. We were going to visit the monument that marks the spot where Captain Cook was killed. Terry and I were in awe of this man. We felt that he deserved to be ranked among the greatest human beings of all time.

He was a bold explorer who dealt with icebergs, reefs and cannibals. He was an extraordinary navigator whose chart-making was incredibly accurate — especially considering the primitive instruments he had to work with. And he was a superb leader who combined his expertise in such varied disciplines as botany, diplomacy, medicine and languages.

As we approached Kealahou Bay, Terry and I decided to anchor farther out

than we normally would. Even though this would entail a longer row to the monument, we wanted to position *Aventura* as close as possible to where Captain Cook had probably anchored his ships.

We rowed silently over to the obelisk that marks the fatal spot, and paid our heartfelt respects to this superlative seaman and human. Then we stroked the old gray dinghy across the Bay to the little beach and sat quietly under the trees. Eventually, I ended our reverie by commenting on how fitting it was that the names of the last two vessels that Captain Cook commanded so perfectly represented two of the defining qualities of his own life. The names of those ships were *Resolution* and *Discovery*.

Then Terry touched my heart by saying, "You may not know it, Ray, but I'm really proud to be crewing on a boat whose name so perfectly captures your spirit and quest — *Aventura*, Spanish for 'adventure.'"

I looked over at my friend of over 20

years and thanked him with my eyes. I was expressing gratitude not just for that wonderful compliment, but also for the decades of fellowship that we had shared. Even though we had been in hundreds of debates, never once had there been an argument between the two of us.

Inspired by the spirit of Captain Cook, Terry and I sat on the beach for another hour, quietly discussing the glory and folly of human endeavor. But our philosophical dialogue was rudely shattered by an outbreak of PWC — personal watercraft. A vile jet ski came blasting into the bay, destroying our perfect tranquility with a grotesque shriek that sounded like a man taking a chainsaw to a tin roof.

After observing this screeching, snorting beast for a few minutes, I said to Terry, "If you ever see me on one of those things, shoot me!"

And then, almost as if on cue, a man walked onto the beach with a metal detector and started scanning the sand in search of precious quarters, bottle caps and costume jewelry. Seeing this, Terry said, "And Ray, if you ever see me doing that, torture me before you shoot me!"

It was definitely time to leave. We headed our bow up the Kona Coast in search of a hidden marina that I had heard about. Usually, I prefer to be on the hook, but in a few days my sweetheart, Hillary, was flying in for a visit. Since I planned to rent a car so that we could do extensive onshore exploring, I would feel better if *Aventura* was secured in a marina.

The problem was that the only facility that was available catered almost exclusively to sportsfishing boats. Of course, exceptions were made for sailing vessels with mechanical failures.

So we created a marine diesel melodrama. We entered the little harbor, which had been literally blasted out of an old lava flow, and instead of motoring into a slip, we sailed into the middle of the basin and anchored. This demonstrated to the harbor master the severity of our situation. Then I rowed ashore and visited the office in search of mercy. I was granted a week's worth, to effect repairs.

The morning that Hillary arrived I could be seen suspiciously arranging rocks beside the road that led from the highway to the marina. I was imitating a local high school tradition whereby the kids express their affection for each other by spelling out messages using lava chunks. But instead of saying "Bobby loves Julie" or "Tommy and Angela" my sign proclaimed "RAY LOVES CELERY!"

SEA GYPSY VIGNETTES

This enigmatic message must have been a real mind bender for the fishermen who frequented this road. Did they interpret it as some rallying cry to Vegetarianism? What it actually referred to was Hillary's childhood nickname, which was Celery.

I had met this wonderful young woman at a *Latitude 38* Crew List party; so how could I not fall in love with her? We were compatible in so many ways with one significant exception. I was free to sail across the horizon and she was not.

If she had been constrained by any "normal" job, I would probably have tried to talk her into leaving it. But she was doing valuable, enjoyable work that made a positive difference in people's lives. She was the Special Events Coordinator at the Exploratorium. So she devoted her workdays to introducing thousands of people to this terrific, hands-on science museum.

After Hillary arrived, we spent the next several days wandering around this amazing island in a rental car. We were dazzled by its extraordinary diversity. We visited ancient, dried up lava fields and brand-new, active volcanic vents. We sampled macadamia nuts and coffee beans right at the plantations where they were grown. We saw cattle ranches, sugar cane fields and orchid farms. We marvelled at an island that is soggy on one coast and dry on the other. We were enchanted by mighty Mauna Kea, which is tropical at its base and skiable at its summit. And to top it all off, the friendliness of the locals was as genuine and constant as the tradewind that cools the fragrant evenings.

The allurements of The Big Island were so overwhelming that it was difficult to stick to our budget. So we started look-

ing for ways to reef down our expenses. Hillary found a great one.

The mate on the enormous and expensive sportsfishing boat in the slip next to us suggested that we visit the fish house

*"Oh yeah, there was
that one really lovely day
in the Indian Ocean..."*

at the end of the day, because some of the fishermen toss away their bait. Since these guys are routinely going after marlin that weigh hundreds of pounds, they use fairly sizable baitfish.

On our very first attempt we scored a five pound tuna. They even gave us a clear, plastic bag in which to tote it back to *Aventura*. Once aboard, I put some briquets on the stern barbecue, while Celery went down into the galley and began preparing the rest of our dinner.

A little while later the mate from the boat next to us arrived with two prospective buyers. The gigantic, state-of-the-art sportsfisher had just gone on the market, and people were even flying in from the mainland to look it over. The two guys with him looked about as nautical as Siskel and Ebert; but they certainly looked rich. However, I should mention that I also looked pretty snazzy at that moment.

That's because I was wearing what I call my Supplication Clothes. This is the one good outfit that I own. Normally, I don it only when visiting customs officers, seeking a visa extension, or trying to sneak into a toney resort. In this case I had worn it when Hillary and I went begging for a not-too-old fish. The ensemble

consists of khaki long pants, the deck shoes that I don't use for oil changes, a belt with a scrimshaw buckle and a polo shirt without a designer logo.

After showing the potential buyers around our neighboring yacht, the mate hollered over to me and asked whether we had gone searching for free fish, as he had suggested. Upon hearing this, Hillary came rushing up from the cabin with our little trophy. She stood up beside me on the cockpit seat with the tuna hidden behind her back.

Perhaps it was the sight of the Corporate Warriors in their expensive suits, sweltering in the tropical sun, that broke her concentration. Or perhaps it was just her wonderful enthusiasm towards life in general. But whatever it was, when she used her best magician's flourish to reveal the humble fish, she did so with the bag turned upside down. So the fish dropped into the water between our two boats.

Without a second's hesitation I dove over the lifelines into the water in pursuit of our prize. I actually beat it to the bottom, so it was an easy catch. When I burst to the surface with the fish proudly in my upraised hand, Hillary applauded like a teenager who had just been given her own phone.

The guys in the suits were astonished. They couldn't seem to speak or move. Sensing that I needed to do something to break the spell, I looked over at them and said, "I had to do it, guys. Didn't really have a choice. You see, it's an extremely rare Celery Fish!"

— ray jason

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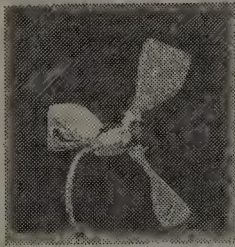
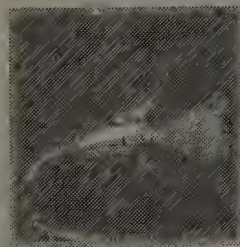
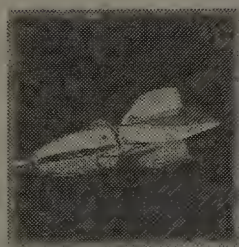
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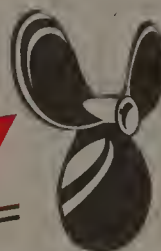


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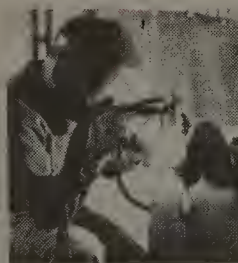
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MOONSHADOW:

"It was April 25, the 29th day of our adventure aboard George Backhus' Sausalito-based Deerfoot 62 *Moonshadow*. The four of us — and MaiTai the cat — had started in Acapulco, cruised the Marquesas for seven days, and were now on our way between Arutua and Rangiroa, two atolls in the Tuamotus. Although it was the middle of a black night, it was plenty warm — but there were numerous squalls to 35 knots. Nonetheless, on a scale of 1 to 10, our adventure had so far rated a '12'."

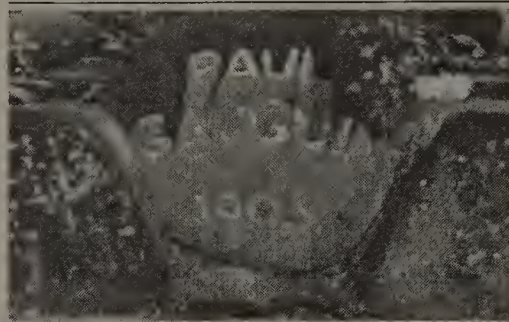
So reads the journal of Cort de Peyster, navigator aboard *Moonshadow*. He continues:

"I'd just been called on deck to relieve George and Eric, who were exhausted. I wasn't in the best shape myself. All the squalls meant we'd had to keep the hatches closed, so it had been very hot and humid in my cabin. I'd slept poorly, so small wonder that I put my shorts on inside out.

"When I got back to the cockpit, George asked how we looked on the chart. We'd had to make a dogleg around Ahe, one of the low and poorly lit atolls in the so-called 'Dangerous Archipelago'. I told George that we were a little south of course, but that everything was fine. But when I asked what course he was steering, he responded: 'Between 210° and 220°.' This didn't make any sense — not when our heading to the next mark was 276°. I was about to recheck our position when suddenly all hell broke loose!

"Traveling at close to 10 knots through the darkness, we'd obviously slammed into something with great force. At first I thought it might have been a whale or a

container. But *Moonshadow* continued to buck and heel, and I could see breaking waves and foam everywhere. Then we could hear the unmistakable sound of surf pounding on a shore. We figured we



The long and colorful life of artist Paul Gauguin, who was intrigued by Martinique and French Polynesia, ended at Hiva Oa.

must have hit an uncharted reef, which are widely rumored to exist in the Tuamotus. I quickly checked the chart along our route, but couldn't find any reefs. We didn't have any idea what was going on — other than it was some kind of nightmare!

"The 62-foot *Moonshadow* was in chaos, and made terrible noises as she was thrown further onto the reef while heeled over at a 50° angle. George and Eric deployed the EPIRB, dropped the sails, and then got the abandon ship bag ready. I was unable to send an e-mail distress message, but George managed to e-mail his mother to advise her that we weren't in grave danger. As it turned out, NOAA — responding to the EPIRB — would reach her before the e-mail did.

"I replotted our position correctly this time — and found that we were 28 miles off course! The mystery was solved; we'd struck a reef on the northwest tip of Arutua."

Before the story gets too far ahead of itself, we'll return to George's journal to put things back in chronological order.

April 13th. Virgin's Bay, Fatu Hiva, Marquesas. Day 17. We arrived in French Polynesia at 1330 local time — 16-1/2 days out of Acapulco. We set the hook at Baie Virgie, perhaps the most beautiful anchorage I've ever laid eyes on. After putting the boat away and having a bite of lunch, we launched the dinghy and went ashore. We were greeted by a small army of kids who gave us fruit and chattered in French. The only thing we could understand is that they wanted a tour of the boat. We nonetheless walked around aimlessly for about an hour — mostly because we hadn't walked in so long. The

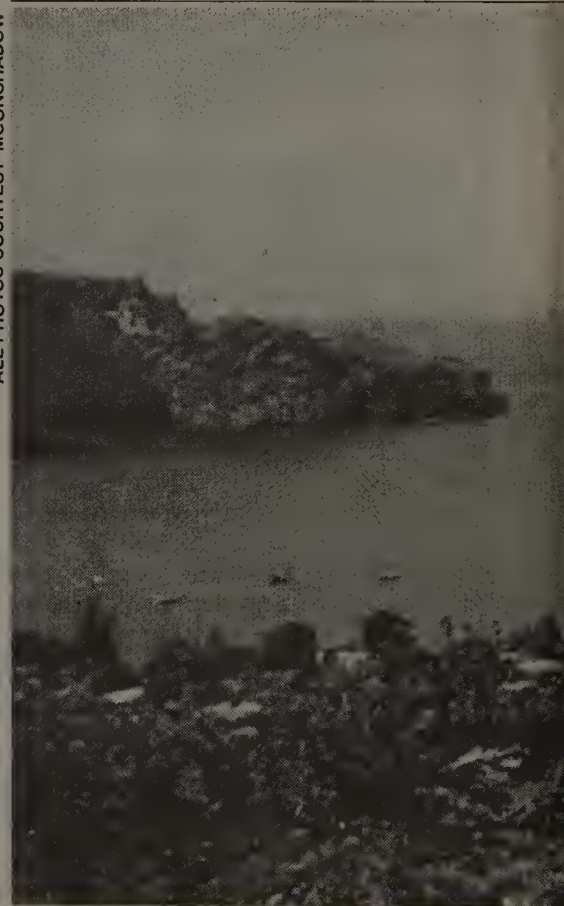
kids, of course, trailed along.

The Marquesans live in simple but clean homes, and are quite friendly. As expected, their local grocery store was poorly stocked, and what items they did have were expensive. A jar of mayonnaise was \$7, a swimsuit was \$40. Tomorrow, with the kids back in school, we'll do some serious exploring.

April 15. Enroute to Hiva Oa. Day 19. We spent yesterday morning applying spit and polish to our floating home, then ventured ashore for some sightseeing. Two Marquesan children appointed themselves our guides — despite the fact they didn't speak English. We hiked across what appeared to be an extinct volcano, deep into the tropical rainforest. Periodically there were awesome views of the rugged terrain that is so characteristic of the Marquesas. Our final destination was a spectacular waterfall with a 200-foot drop. After a refreshing swim in the cool water at the base of the waterfall, we headed back to the village, stopping several times for 'Kodak moments'.

After checking out some of the local crafts and chatting with the locals, we bumped into the village chief. He told us that the week before one of the cruise ship passengers had gone to the waterfall, never to be seen again. (Cruise ships do

ALL PHOTOS COURTESY MOONSHADOW



TROUBLE IN THE TUAMOTUS

call on the Marquesas, but not often.) The chief cautioned us — after the fact — not to swim in the pool because it was the home of a large and strange fish. I suppose the chief thought that the fish ate the tourist. The *Moonshadow* crew thought it was more likely the tourist just liked the island and decided to 'punch out' of his former life. Anyway, the chief requested that we post warning signs in both English and German.

We had a quiet evening on the boat, watching goats hang out on the jagged rock formations above the bay. Later, these same formations were eerily illuminated by moonlight filtering through strange cloud combinations. Not many places in the world have as primitive an ambience as the Marquesas.

After two days and nights at the breathtakingly beautiful Bay of Virgins, we're motorsailing northwest up the Marquesan chain to Hiva Oa. Among other things, we're going to visit the grave of the French artist Paul Gauguin — who was a far better painter than he was a family man.

April 20. Enroute to the Tuamotus.

Day 24. We had a rather quiet weekend on the island of Nuku Hiva — then again, all weekends on Nuku Hiva are going to be pretty quiet. We sampled some of the local food, which was delicious although



Above: The waterfall and pool at Fatu Hiva, home of the 'killer fish'. Spread: Atuona, Nuku Hiva is one of the more crowded anchorages.

quite expensive. With beers selling for \$4 to \$5 each, it's easy to spend \$25 a head for lunch and twice as much for dinner. The only bargain are the delicious *baguettes* for just 35¢.

Yesterday we rented a four-wheel drive vehicle to explore more of the island. The roads are very poor, so our average speed was under 10 mph. We visited Typeevai, the valley Herman Melville used as the setting for *Typee*, his first book. The valley is quiet and lush, and abounds with archaeological sites.

For lunch we stopped at the only 'snack' in the village, a place that had been built and was operated by Thomas — who also happens to be the village priest. The food was good — and inexpensive. Thomas also gave us limes, apples and bananas from his property. He then played his ukulele for us, and told us that in addition to Marquesan and English, he speaks Spanish, French, Tahitian — and was in the process of learning German. This is the kind of hospitality you find outside the 'big towns' of the Marquesas — which has a total population of only 7,500.

Sunday morning we did some maintenance and repair work on *Moonshadow*, did some provisioning, then went ashore to enjoy a local meal and Marquesan music with Ruth and Buddy, our buddyboating friends from *Annapurna*. They'd just arrived from Acapulco.



MOONSHADOW:



The terrific hospitality provided by village chief Tetai and his wife Veronica made bearable the five-day wait over the fate of 'Moonshadow'.

Today we departed Nuku Hiva in a flurry of last-minute activities. We were able to pick up some great food — a turkey, some veal, and asparagus from a hotel that was closing down to remodel — and fresh *baguettes* from the *boulangerie*. Rental car returned, awnings down, dinghy up — we were off by 0930.

While everybody has different interests and moves at a different pace, we figure a week is about all we needed for the Marquesas. It's a very quiet part of the world. Right now, we're motorsailing in the middle of a 440-mile passage to Takaroa atoll in the Tuamotus. We're looking forward to the diving, which is supposed to be excellent.

April 23. Teavaroa, Takaroa Atoll, Tuamotus. Day 27. After 57 hours of motoring in calm seas, we arrived in the Tuamotus. Only two things saved the trip from being uneventful. First, we hooked two large marlin, and both of them did

cool 'tail dances' before taking off with our lures. Second, we landed a small tuna. A shark had taken a bite out of the tuna when it was still on our line, but there was still enough left for two sashimi meals. Yum-yum for us; meow, meow for MaiTai.

After we made the entrance through the pass at Takaroa — a real white-knuckler — and dodged all the underwater lines used in the farming of pearl oysters, we dropped the hook in a calm spot near the village of Teavaroa. While the Marquesas and the Tuamotus are only a couple of hundred miles apart, their physical characteristics couldn't be more different. While the Marquesas consist of just eight vegetation-covered islands thrusting up out of the ocean, the 80 islands that make up the Tuamotus are mostly flat coral atolls with little greenery other than the palms.

Takaroa's village of Teavaroa is a small Mormon enclave with friendly residents who live quiet lives. After a 30-minute grand tour — there just isn't that much to see — and a visit to the *magasin* (grocery store), we were invited to tour the *Picton Castle* that was anchored nearby. Built in the early 1900s, the three-masted barkentine is doing a circumnavigation with guests who reportedly paid something like \$32,000. Some of the guests grumbled that they were working as hard as the paid crew. In any event, the bark had all the latest gear, such as canvas sails, hemp lines, a coal stove, GPS, and a satellite phone.

This afternoon we went swimming in the pass between the ocean and the lagoon. There were an abundance of fish — including lionfish, barracuda and reef sharks. All were friendly, of course. The visibility was over 100 feet. Tomorrow

Nuku Hiva's Typeevai Valley. Herman Melville used the lush valley as the setting for his first novel.



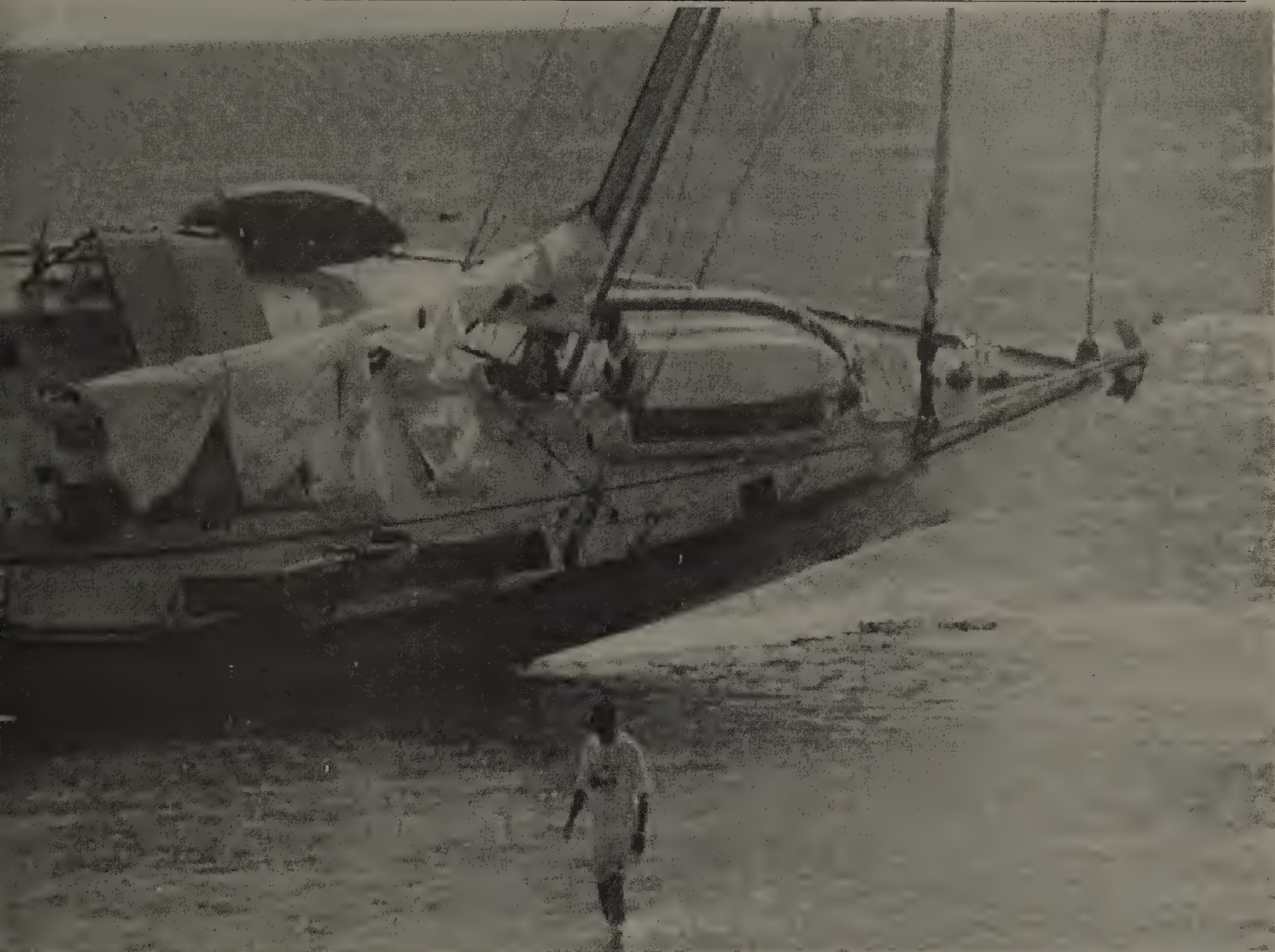
we'll make the quick 60-mile daysail to Manihi Atoll.

April 26. Arutua Atoll, Tuamotus. Day 30. The following first-person account of what happened next is from Cort's journal. Thanks Cort, as I was in no mood to write at this point. I've added a few things to fill in some blanks.

"We awoke on Friday, May 24, to find wind. Are the trades finally back? Our plan was to weigh anchor at 0830 local time, as the tide table showed low slack water then. Wrong! The tide was still ebbing slightly at 1115, but because of George's skill we were able to safely make it through the pass to the open ocean. The winds were fresh at 15 knots as we headed for Manihi, which had been recommended as having an easy pass, a safe anchorage, and great diving.

"Although we sailed all afternoon with the 2.2 chute up on a broad reach, it became obvious that our late start meant we wouldn't reach the atoll until after dark. So we could either heave to offshore for the night or continue past Manihi and Ahe to Rangiroa, about 12 hours ahead. The consensus of the crew was to press on to

TROUBLE IN THE TUAMOTUS



Rangiroa. The 'best of the Tuamotus', Rangiroa is the second largest atoll in the world and features great diving, lagoons and beaches — even some restaurants and hotels. Once we grew tired of it, we'd proceed to Tahiti.

"As navigator, I plotted a new course to Rangiroa, setting a waypoint that would give us two miles of sea room to the southwest of Ahe. From there, we would have a clear shot to Rangiroa, as there would be no charted obstructions within 28 miles.

"After dark, I felt uneasy about being so close to the islands and reefs, so I checked and rechecked our progress as we passed Ahe. I turned on the radar for positive identification and to monitor the

After hitting a reef on the tip of Arutua at 10 knots, 'Moonshadow' ended up high and dry for five days. She was pulled free with minor damage.

squall activity, which had increased. We enjoyed dinner as we passed to the southeast of Ahe, seeing some village lights in the distance.

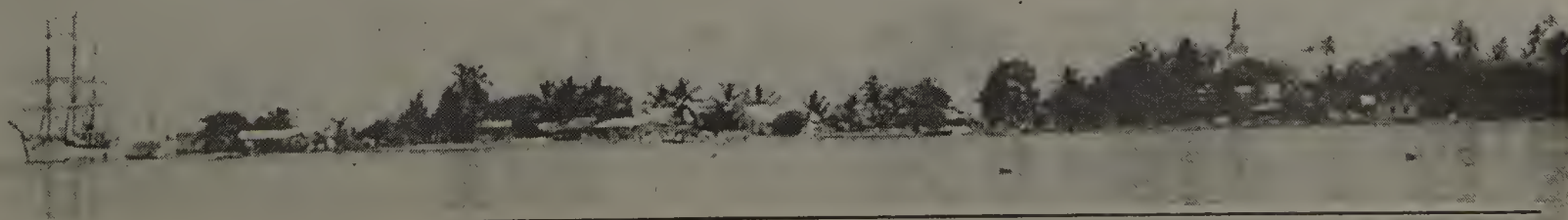
"Our new course to Rangiroa was 243°. I did a last plot before hitting the sack, and told helmsman Eric not to sail below 210° degrees for any length of time as there was an island to the south — albeit way to the south — that could then become a problem. While trying to get some

Takaroa Atoll is typical of the Tuamotus, being low and flat. The vessel at the far left is 'Picton Castle'.

sleep, I heard Eric call for George, as he was having trouble steering. All the squalls made for difficult sailing.

"As April 24 turned into the early hours of April 25, I wasn't getting much rest. The squalls prevented smooth sailing, the hatches had to be dogged because of the periodic rain, and my cabin fan was on the blink.

"At 0205, Eric woke me to explain that it was squally out and they needed me on watch two hours early. Having put on my shorts inside out, I made my way up to the cockpit. George told me he didn't want Fred on watch alone in these tricky conditions, and that we'd need to jibe during the next lull. Since George and Eric were



MOONSHADOW:

dead tired, George wondered if I wouldn't mind starting my watch right away. I told him no problem, and that I'd check our position.

"We were at 15°11'S, 146°48'W. In my stupor, I erroneously plotted the 11' of latitude to the north — as if we were still in the northern hemisphere — instead of to the south. This incorrectly plotted position put us approximately six miles to the south of our rhumb line course to Rangiroa. The position seemed reasonable to me, as the wind clocking to the east and squalls driving us to the south meant we'd been having difficulty holding course.

"**T**his is when George told me they were steering 210° — or 66° off the course we should have been steering! Somehow the message not to steer that low for any length of time hadn't been understood. Before I could recheck our position, we'd hit Arutua.

"I tried the VHF, and was able to reach *Walkabout*, the boat we'd helped some days earlier. She reported that she was only five miles from us, and offered to come to our aid. George was hesitant to ask for their help as he didn't want them to endanger their boat. Meanwhile, *Moonshadow* was being pounded unmercifully against the reef, and we could hear her cored hull cracking and groaning against the strain. We were afraid that we were going to lose her.

"*Walkabout* said she would stand by. Using the night vision, we saw a light to the north and assumed it to be her. We never saw or heard from them again, however, until Papeete. As it turned out, there wasn't anything they really could have done to help.

"We shut everything down and secured the boat — which had pretty much stabilized on the reef at a 50° angle. As we waited for daybreak, time passed slowly.

"With the aid of night vision, we could see a shoreline about 40 yards in. At first light, I gently lowered myself onto the reef and found a solid coral bottom two feet beneath the surface. I slowly waded ashore to check things out. I found a crushed coral beach with scrub jungle. Further inland there were some coconut palms.

"As the morning progressed, we took the valuables and personal effects ashore and established 'Camp Moonshadow'. We used the cockpit awning as our tent and shelter, suspending it from driftwood and bushes. It certainly wasn't cool, but there were lots of bugs and hermit crabs.

"Eric and I set out to look for signs of life; Eric inland, me up the beach. We also

attempted a Mayday call on the handheld VHF, but got no response. Upon returning to camp, I tried my aircraft radio — but 121.5 MHz was being blocked by the EPIRB signal. At least we had confirmation that it was working. He then tried a Mayday on 128.95 MHz, the frequency guarded by high altitude jets crossing the Pacific. Again there was no response.

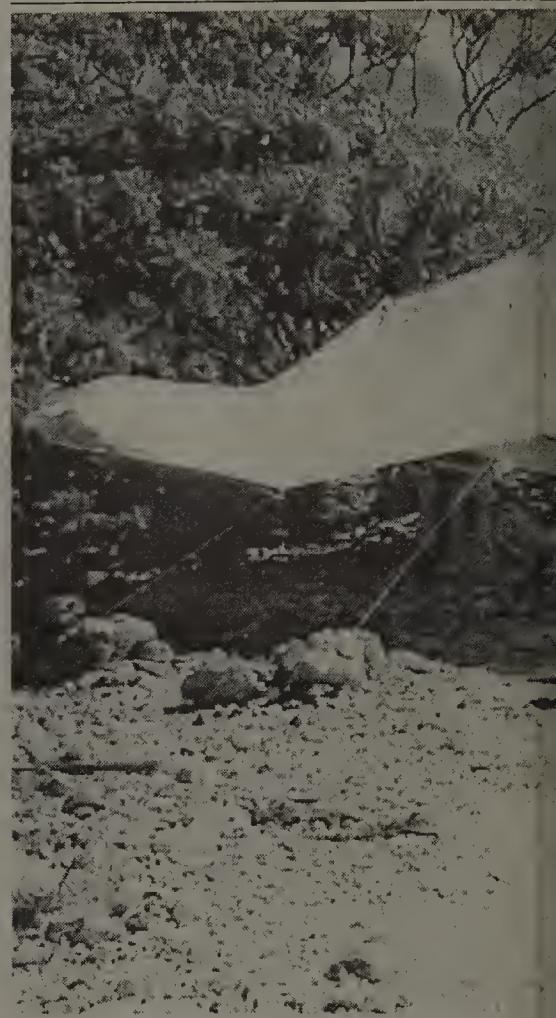
"Checking the chart, I saw that a village was indicated about 17 miles to the southeast across the atoll. We licked our wounds, took inventory, and waited. We speculated as to who would rescue us and when. *Moonshadow* had now found her place on the reef, but some water was leaking through a crack in the starboard side.

"The hours dragged by, with no sign of people, boats or aircraft. At 1300, I decided to take a hike up the beach again to the west to look for passing vessels or a search party. I'd walked about half a mile when I saw two men in the distance coming my way. As they drew closer, they appeared to be islanders carrying a fishing float, so my first thought was that they might just be out fishing. As it turned out, they were indeed our rescue party. They had received our distress call about 0730 from the *gendarmes* in Rangiroa, who'd gotten it from Papeete, who'd gotten it from NOAA in the U.S., who had picked up our EPIRB signal. We were saved!"

While the *Moonshadow* crew was no longer in danger, George, the owner, was having a hard time dealing with the situation.

"I've had nightmares before, the kind where you finally wake up in a cold sweat and realize you're home in bed and everything is all right. But as I sat there on the reef watching the waves pound my boat, it gradually became clear that it wasn't a dream but reality. I felt depression and humiliation. Seeing my boat out there on the reef was like being told a loved one had a very serious cancer and that it was uncertain if they would live or die.

"I had insurance, so it wasn't going to be a total financial disaster. But after all the adventures I'd shared with *Moonshadow*, she was more than just a boat. Given the force of the impact with the reef, I assumed the boat was a total loss. After the boat was secure and it was clear we weren't in immediate danger, I lay down on the reef and went into a total funk. The thought crossed my mind that I'd have to buy a new boat and start all over again. It was more than I could deal with



at the time.

"As our rescuers arrived, I was still overcome with shock and disbelief. I kept trying to wake myself from this horrendous nightmare, but it was real. I was just going to have to deal with it. They say that whatever doesn't kill you makes you stronger. If I lived through this I was going to be real strong!

One of the men who rescued us was Tetai, the village chief. He was just the first of many incredibly warm, friendly, helpful, and generous people we would meet on Arutua through the duration of our ordeal.

Cort and I decided to go to the village to arrange for assistance, leaving Eric and Fred at Camp Moonshadow to make sure the boat wouldn't be looted. Tetai led us about half a mile through the jungle to the inner lagoon, where he'd left his boat. He drove us to his village, took us to his house, fed us, gave us clean clothes and a shower, and put us up for the night. He and his wife Veronica couldn't have made us feel more at home.

We then went to the city hall to call Papeete to arrange for a tug to pull *Moonshadow* off the reef. Unfortunately, the tug wasn't available right then because it was busy saving all the boats cyclone Alan had put on the reefs of Raiatea and Bora Bora. With the prospect of a tropical storm

TROUBLE IN THE TUAMOTUS



One minute you're happily cruising on a luxurious boat, the next minute you're a refugee on a reef. There's no substitute for constant vigilance.

sending 15-foot seas toward completely vulnerable *Moonshadow*, my heart sank. The thought of losing my home was too horrible to contemplate, but I was helpless to do anything about it.

Tetai, however, had a plan. He said he'd arrange to get the biggest and most powerful boats from his atoll, and together they might be able to pull *Moonshadow* free. By the next day, he had mobilized 25 villagers, four boats, several chain saws (to cut logs to help roll the boat off the reef), and at least 1,000 feet of heavy line. Instead of going to church that Sunday, the congregation came out to Camp *Moonshadow* to try to get my boat floating again. Unfortunately, *Moonshadow's* 26 tons proved to be too much for the villages resources. Not being able to get *Moonshadow* off was a huge disappointment to me — but at least the seas continued to be relatively calm.

We then changed the watch at Camp *Moonshadow*. Fred and I went to the village, where I again pleaded for a tug to be sent from Papeete out as quickly as possible. They said maybe it would leave Monday. Fred and I passed the time in the village playing pool on one of Tetai's two tables, reading, and enjoying the hos-

pitality of our hosts. Just being around such wonderful and interesting people made it easier to bear my anxiety.

Tetai took us back out to *Moonshadow* again on Monday, and changing watches gave Eric a chance to come to the village with me for a little R & R. After more phone calls to Papeete, the tug outfit informed me that the salvage company wouldn't even dispatch the tug until they'd seen the boat! It was another setback and left me with more anxiety that the seas would build and finish off *Moonshadow* before we could refloat her.

Our hosts continued to do everything they possibly could for us. Further, except for the fuel the boats used on the failed rescue attempt, they refused to let us pay for anything! Having begun to lose faith in the tug company, I was then told that the tug would arrive no later than Thursday. Coming along with the tug would be Warren Ellicott, a salvage expert who'd pulled an average of one vessel a month off the reefs of French Polynesia for 10 years!

We continued to marvel at the hospitality of our gracious hosts. Not only were we not permitted to pay for any food, they wouldn't even allow us to lift a hand to help with anything. Tetai took us out to Camp *Moonshadow* again that afternoon. The crew was bored, but all was as well as could be expected.

Cort returned to the village with me,

and that night we attended a wake for a friend of Tetai's. It was actually quite an uplifting event, with food, drink and festive Polynesian music. Tetai later opened the 'casino' on his front patio, where the locals played an unusual game of chance that's sort of a cross between roulette and craps. These pearl farmers aren't real busy, but they have a decent standard of living — and a fair amount of disposable income. I know, because I saw the equivalent of at least \$1,000 U.S. on the table!

Sensing our impatience as the waiting game continued on Wednesday, Tetai arranged a day of fishing for us. In the morning, his son took us out spear fishing. I shot a parrotfish, but when I jumped in the boat to drop it off, I swamped the boat, getting water in the fuel, gasoline on us, and terminating the brief expedition. Tetai's son and his friend did get four nice grouper, however. I got something even better when we returned to the village: confirmation that the tug *Aito II* had left Papeete and was on her way.

After lunch, Tetai took us out in his boat — a 20-footer with a 150 hp outboard — in search of mahi mahi. The boat was designed for navigating the reefs and had a stand-up control station forward with joystick steering. Tetai navigated the reef strewn passes with skillful precision. After banging around in the open ocean for about 45 minutes, we spotted some birds diving for baitfish.

The village chief stayed hot on the mahi's tail as it leaped out of the water and zigged and zagged trying to shake us. After a few minutes, however, the mahi slowed. Tetai reached back without looking, at which time his son placed a loaded speargun into his hand. Tetai continued to close on the mahi until he had a clear shot. Then — like a cowboy on a bucking horse shooting a rattlesnake on the trail — he speared the fish. As soon as the mahi, which happened to be female, was pulled aboard, Tetai took off after the bull. Within minutes the bull was killed in the same way. Cort and I were amazed; do these guys know how to fish or what! Needless to say we had a great fresh fish dinner that night.

I awoke Thursday in a state of high anxiety. Could the tug get my boat off the reef? And if it could, would *Moonshadow* float or had she been mortally wounded in the process? After a typical local breakfast — coffee, fresh *baguettes*, fried steak, chicken and fish — we headed to the airport to pick up Warren and the salvage team from Tahiti. *Moonshadow* had now been on the reef for five days.

MOONSHADOW

By the time we and the salvage crew arrived at Camp Moonshadow, *Aito II* was already standing offshore. Warren made the matter-of-fact observation: "If she's a good boat, she comes off; if she's a bad boat, she breaks up." Warren then began barking orders to arrange a harness around *Moonshadow's* keel. It took the crew a couple of hours to get everything ready, during which time *Moonshadow* was moved slightly to keep her away from some bad spots in the reef.

Around noon — Camp Moonshadow having been broken down — we were ready for the moment of truth. Cort, Eric, and I jumped aboard *Moonshadow* along with some of the salvage crew. Fred was coming from the village on another boat with *MaiTai* and our valuables. Warren gave the order and the *Aito II* pulled. The scraping sound was horrendous — but in a few moments all was silent. *Moonshadow* was upright and floating in deep water once again!

To see my boat floating again was a pretty amazing thing. It seemed like everything stopped and I got a warm and serene feeling — as though I were entering the Pearly Gates. The biggest hurdle had been crossed, and from now on it would just be a matter of time and money.

Speaking of money, the tug and salvage cost \$50,000. Also speaking of money, you hear a lot of cruisers say that the best insurance policy is good ground tackle. I've since talked to lots of experienced sailors who've gotten into trouble. Take it from me, insurance is a beautiful thing!

In any event, the salvage crew was immediately mobilized to put an epoxy patch over the crack in the hull. My crew manned the bilge pumps. Within minutes, the bilge was empty and the leak was just a minor drip.

I donned a mask and went over the



In addition to being a most hospitable village chief, Tetai — with the help of his son — was a terrific mahi mahi tracker.

side to have a look. With the exception of the original crack, the scratches *Moonshadow* incurred coming off the reef were pretty much limited to the fairing. The keel was fine, but the bottom two inches of the rudder had been mangled a bit. But she'd come off as well as could be expected, and would make Papeete on her own bottom!

Fred, *MaiTai*, and our bags joined us back aboard *Moonshadow*. Now it was time to say so long to our friends in Arutua. My eyes welled up as we waved goodbye. I kept thinking to myself how fortunate we'd been to have been in the care of these people. They were wonderful!

Other than the towing harness breaking once, we had an uneventful 28-hour trip to Papeete. Fred and Cort left a few days later, while Eric hung out for another week helping me with the massive cleanup. We got *Moonshadow* in dry-dock

on Monday, and on Tuesday afternoon Eric and I popped over to the island of Moorea for three days of R & R at Club Med. Saturday, we jumped on a Corsair 747 for a quick eight-hour flight to Oakland.

I'm back in the States now working with the insurance company and gathering boat stuff, and sorting out the best way to effect repairs on the boat. It's hard to say which would be the best: 1) Fix her in Tahiti, 2) Make a quick fix in Tahiti and cruise her to New Zealand for complete repairs; Or 3) Ship her to New Zealand for complete repairs.

It's important that everybody learn from the mistakes and misfortunes of others. The factors contributing to *Moonshadow* hitting the reef were squally weather, poor visibility on a moonless night, some miscommunication between crew, navigation errors, and fatigue. No one person was to blame, but as the skipper I am ultimately responsible for my boat. Had I had better procedures in place — such as having at least two people doing the navigation when in hazardous waters, plotting our position at least once an hour, and having standing orders put in writing — the whole thing could have been avoided. The shock of the event will be carried with all the crew for a long time, and you can be sure that 'constant vigilance' will be my motto from now on.

At least I was fortunate in that nobody was injured and *Moonshadow* appears to have proved to be nearly bulletproof.

P.S. On a sad note, I am looking for a new home for *MaiTai*. Although she's a great cruising companion, the laws of French Polynesia and New Zealand make it impossible for me to keep her through the repair process.

— george backhus

• 30 & 40 TON TRAVEL LIFTS

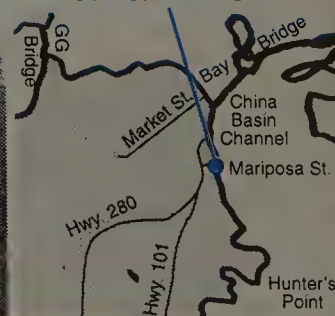
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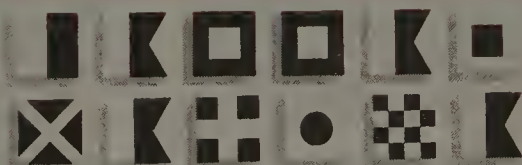
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THE RACING

With brief reports this month on **Long Beach Race Week**, the **Moonlight Race**; the **Stone Cup**; a **Lake Circuit update**; the **Woodies Invitational**; a sea story from **Magnitude**; the **Hard Day's Night**; the **South Tower Race**; a list of who just sailed in Encinal YC's **Coastal Cup**; and the usual overabundance of **box scores** and **race notes**.

Long Beach Race Week

Long Beach YC's annual Race Week, now more correctly a 'race weekend', packed in 115 boats on June 20-21 for a weekend of sun, good wind and a really fun Saturday night poolside party, complete with free food and drinks. "Cutting the regatta down from three days to just a weekend has really helped build attendance and enthusiasm," noted sailing

Leweck wondered why the club refused to hail over-earlies: "Amateur sailors expect race committees to hail premature starters. Not to do so detracts from the fun of the event."

PHRF-A — 1) **It's OK!**, Andrews 43, Lew Beery, 12.5 points; 2) **Raven**, N/M 39, Mark Thomas, 13.75; 3) **High 5**, Farr 40, Ross Ritto, 19.5; 4) **Bravura**, Farr 44, Ernie Pennell, 25; 5) **JackRabbit**, N/M 39, Dave



Road warriors 'Eos' and 'Raven' recently took a bronze and a silver, respectively, in tough classes at Long Beach Race Week.

scribe Tom Leweck, who helped *Eos* take a third in the J/120 class.

Two other NorCal boats made the trek south for this regatta, as well the following weekend's bigger Coast Cadillac/North Sails Race Week (135 boats are entered). Sisterships *Raven* and *Jack-Rabbit* both acquitted themselves well in the competitive PHRF-A fleet, with *Raven* pulling out a close deuce to the veteran warhorse *It's OK!* A fourth Bay Area boat, the N/M 49 *Bullseye*, was scheduled to compete, but stayed at home over concerns about their wagging keel.

Despite overall good marks, the regatta apparently still needs some fine-tuning. "The weather marks were too close, and the wait between starts was interminable," noted Don Trask, also on *Eos*.



Liggett. (13 boats)

PHRF-B — 1) **Allegiance**, Andrew 39, Thomas/Seymour, 12.5 points; 2) **White Knight**, Farr One Ton, Phil Friedman, 14.5; 3) **Belly Dancer**, J/105, Art McMillan, 9 boats)

PHRF-C — 1) **Jezebel**, B-25, Kevin Wolfe, 7 points; 2) **Nocona**, B-25, Gordon Miller, 10.75; 3) **Thunderbox**, Andrews 26, Ron & Ian Trotter, 33. (16

boats)

PHRF-D — 1) **Mischief**, Martin 242, Bruce Schumacher, 6.25 points; 2) **Gaysie**, Sonar, John Ross-Duggan, 8.5; 3) **Speed Freak**, Martin 242, Parker/Cullen, 18. (6 boats)

CATALINA 37 — 1) **Sheezaliedee**, Phillip Infelise, 10.5 points; 2) **Women's Sailing Team**, Daniels/Elias/Sherman, 10.75; 3) **Team DRYC**, Don Preston, 14.75.



Ain't misbehavin': Nick Gibbens steers his 'Shenanigans' during last month's delightful Moonlight Race.

(5 boats)

30-FOOTERS — 1) *Defiance*, B-32, Scott Taylor, 7.25 points; 2) *Intense*, Olson 30, Allan Rosenberg, 17; 3) *Melges.com*, Melges 30, Rick Johnson/Artie Means, 17.75. (9 boats)

J/120 — 1) *Indigo*, Scott Birnberg, 7.5 points; 2) *Zip-A-De-Doo-Dah*, Larry Harvey, 8.5; 3) *Eos*, Jim Cascino, 16.75. (6 boats)

J/35 — 1) *Flambuoyant*, Steve & Barney Flam, 7.25 points; 2) *Rival*, Dick Velthoen, 9.5; 3) *Ragtag*, Schofield/Burns, 20. (8 boats)

SCHOCK 35 — 1) *Wings*, Dennis & Sharon Case, 8 points; 2) *Ricochet*, Alex Benson, 18.75; 3) *Pirinha*, David Voss, 22. (13 boats)

SANTANA 30-30 — 1) *Redline*, Bob Marcus, 6 points. (3 boats)

MELGES 24 — 1) *Monsoon*, Bruce Ayres, 10.5 points; 2) *Gold Rush*, Albert/Golison, 11.75; 3) *Hard Core*, Steve Maseda, 14. (6 boats)

CAL 20 — 1) *Lickety Split*, Wood/Wilson, 9 points; 2) *Shnookie*, Mark Gaudio, 16.5; 3) *Pebbles & Bam Bam*, David Hammett, 16.75. (9 boats)

Moonlight Race

Just 16 boats entered San Francisco YC's Midnight Moonlight Maritime Marathon on June 13, a sad turnout considering what a pleasant sail the 35-mile race turned out to be. The traditional pursuit race from Raccoon Strait to the Carquinez Bridge and back saw the smallest boat, Bill Vanderslice's Santana 22 *Go Dog Go* start at 4 p.m. The last boat, the BH-41 *Cha Ching*, set their kite at 6:10 p.m. Winds were steady in the 12-15 knot range, with the fleet sailing into a building ebb.

First home, crossing the finish line at 11:05 p.m., was *Go Dog Go*. Improbably, the Tuna 22 beat the next boat, Nick Gibbens' new-to-him Express 27 *Shenanigans*, by 52 minutes. "Everyone else fell into a hole near the Brothers on the way home," explained race chairman Bob Christensen. "Go Dog Go was lucky to stay

in good breeze and good current the whole evening. They won by the biggest margin ever in the long history of the event."

Christensen singled out Hank Grandin, owner of the WylieCat 30 *Tinsley Light V*, for special kudos. Grandin sailed the race singlehandedly when his crew didn't show up — after earlier sailing all day in the SSS Corinthian Race. He also delivered Christensen's wife to the race committee boat (she, too, had missed the boat) moments before his start, and then struggled to raise his main as he drifted downwind across the starting line. Despite these challenges, Grandin finished in the top half of the smallish fleet.

The moon finally rose around midnight, just as the fleet was finishing. "It was a nice ending to a beautiful evening sail," noted runner-up Gibbens. "Why more boats don't do this race is a mystery to me."

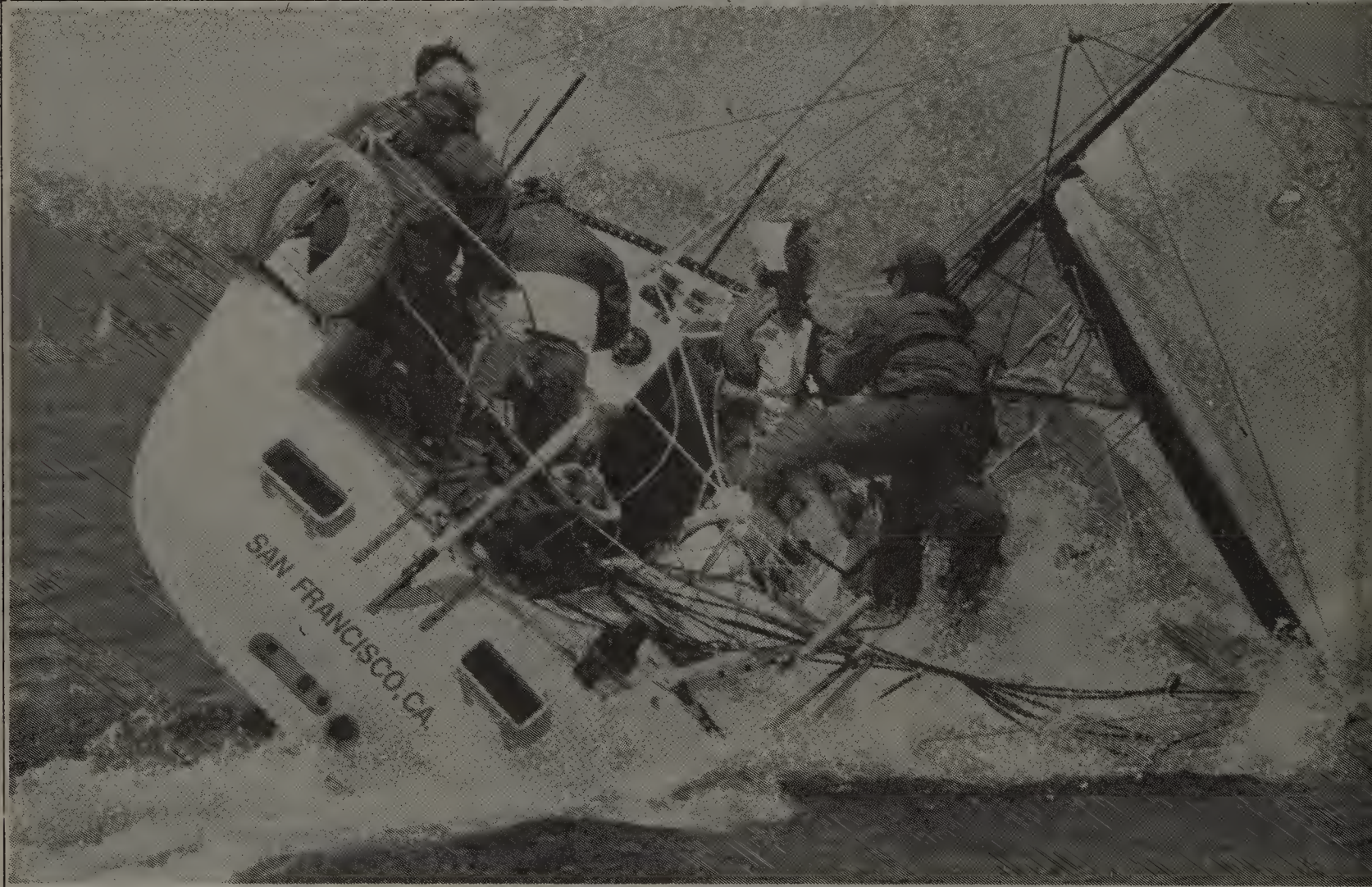
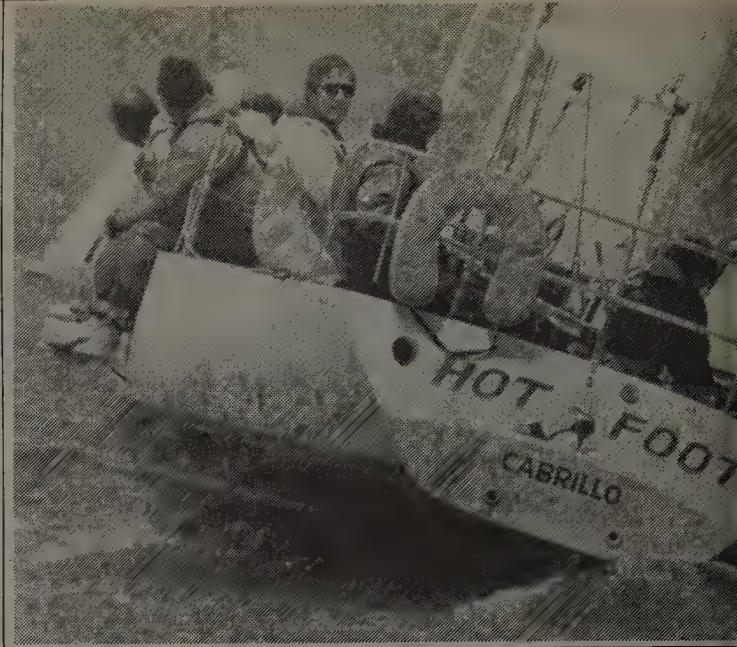
1) *Go Dog Go*, Santana 22, Bill Vanderslice; 2) *Shenanigans*, Express 27, Nick Gibbens; 3) *Swamp Donkey*, Express 27, Scott Sellers/Doug Robbins; 4) 5150, J/29, Hans Bigall; 5) *Smint*, 11:Metre, Carisa Harris; 6) *Navigator*, Soverel 33, Bill Melbostad; 7) *Tinsley Light V*, WylieCat 30, Hank Grandin; 8) *Abigail Morgan*, Express 27, Ron Kell; 9) *Scotch Mist*, Cal 39, Ray Minehan; 10) *Rat Racers*, 11:Metre, Ted Hynes; 11) *Cha Ching*, BH 41, Scooter Simmons; 12) *Sabra*, WylieCat 39, Michael Katz; 13) *Osprey*, Coronado 25, A. Weller. (16 boats; 3 DNFs)

Stone Cup

Great weather, good competition and — dare we say it? — some shaky race committee work; that's the abbreviated story of this year's St. Francis YC-hosted Stone Cup. Held off the Cityfront on May 30-31 in perfect sailing conditions (i.e., sun, 18 knots of breeze, and a light flood), the four-race series attracted 58 of the Bay's best PHRF boats sailing in seven divisions. The racing counted in the HDA season standings, though not every boat in the Stone Cup was registered for HDA. Meanwhile, the little HDA divisions, L and M, sailed a concurrent regatta — naturally dubbed the 'Pebble Cup' — in more protected waters off Treasure Island.

The Stone Cup was scored several times and several ways, much to everyone's confusion. The 'official' Stone Cup results were based on time-on-time scoring, and are listed below. However, they differ from HDA's time-on-distance results, which were based on after-the-fact estimates of where the inflatable marks were located. The most glaring example of this discrepancy was in the 'glamour' class, where *Blue Chip* won on time-on-time and *Bullseye* won on time-on-dis-

ALL PHOTOS LATITUDE/ROB



tance. "They should have scored it under IMS, too," joked one participant. "Maybe that would have produced a third winner!"

There were many minor problems throughout the weekend, enough so that a letter of apology to one particularly maligned group, the 30-footers, is posted on their web site. "What can I say?" said the ever-candid Matt Jones, StFYC's normally excellent race manager. "It wasn't exactly our best weekend. I screwed up, and I apologize to everyone."

Stoners (clockwise from above): 'Enigma'; 'Mostly Harmless'; 'Hot Foot'; 'Peregrine'; 'Abra II' and 'Bullseye'. All photos 'latitude'/rob.

G-1 — 1) **Blue Chip**, Farr 40, Walt Logan, 7.5 points; 2) **Bullseye**, N/M 49, Bob Garvie, 8; 3) **Raven**, N/M 39, Mark Thomas, 13; 4) **JackRabbit**, N/M 39, Dave Liggett, 13.5. (7 boats)

G-2 — 1) **Eos**, J/120, Jim Cascino, 9; 2) **Sweet Okole**, Farr 36, Dean Treadway, 9.5; 3) **China Cloud**, J/40, Leigh Brite, 11; 4) **Mr. Magoo**, J/120, Steve Madeira, 16.5. (7 boats)

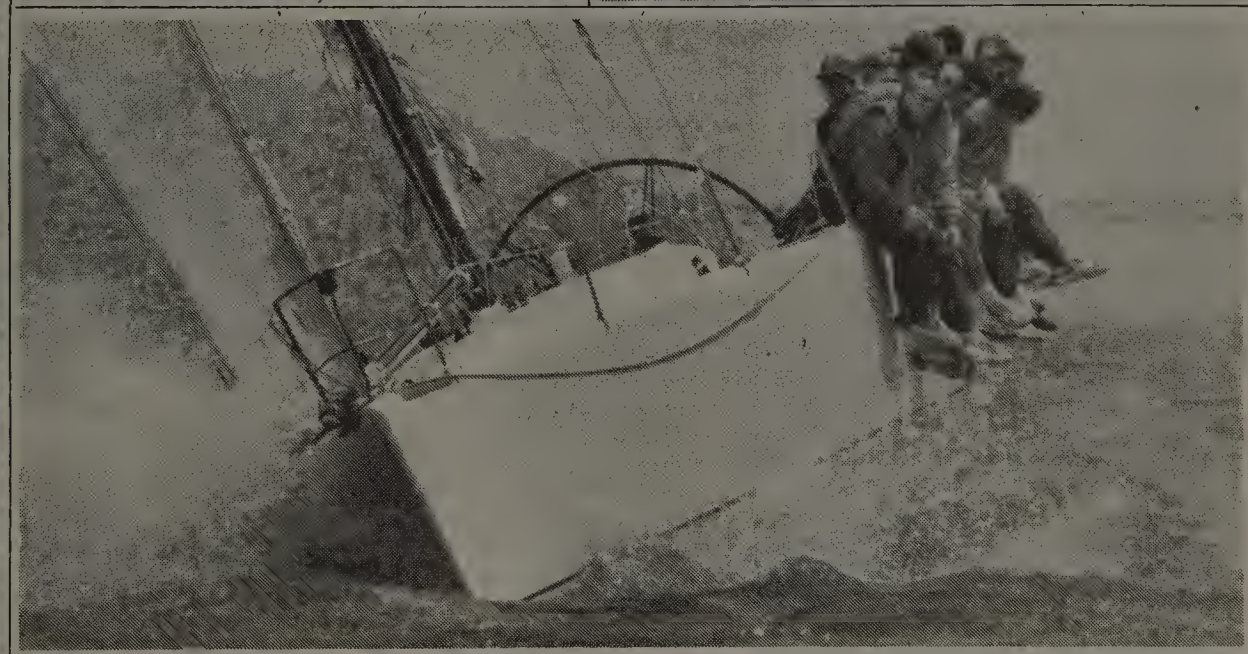
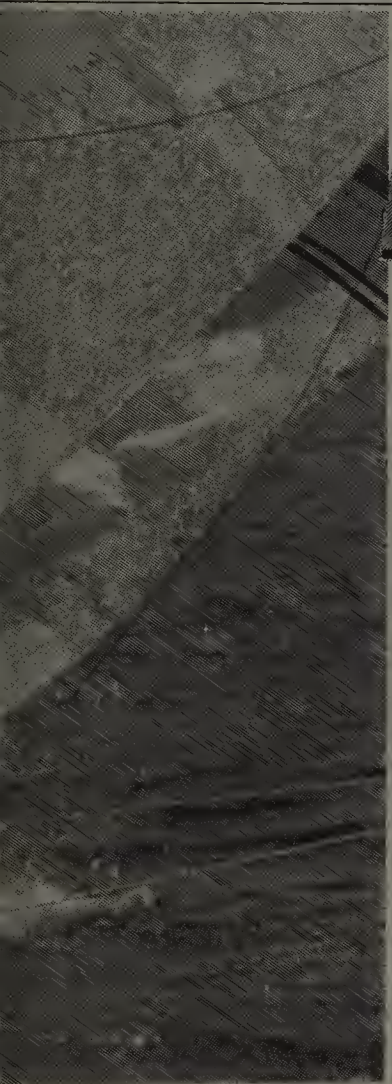
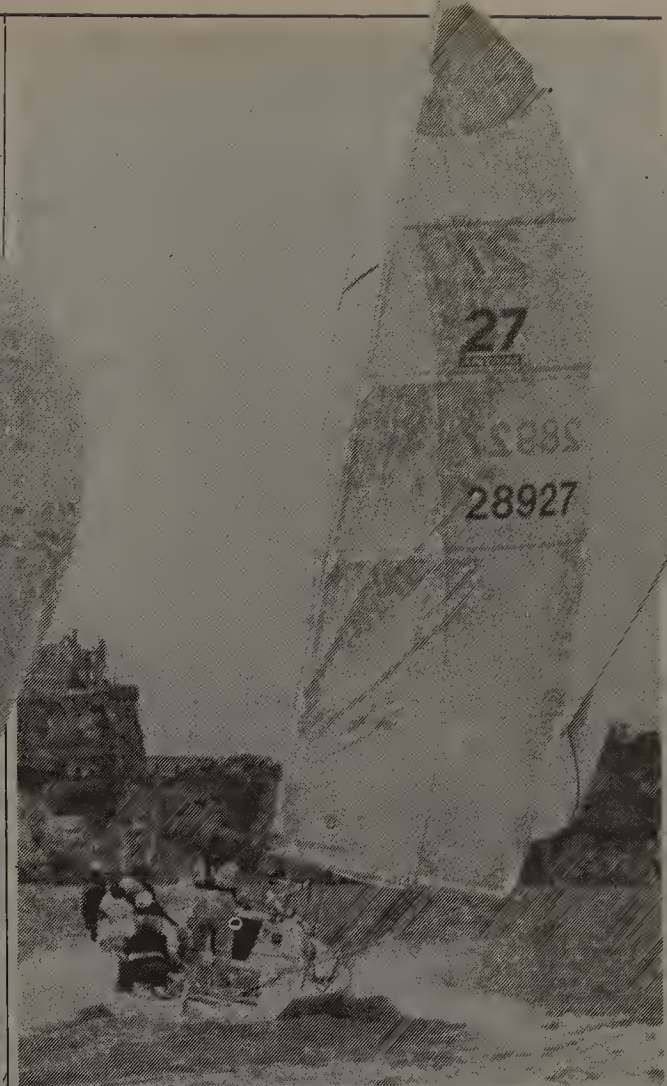
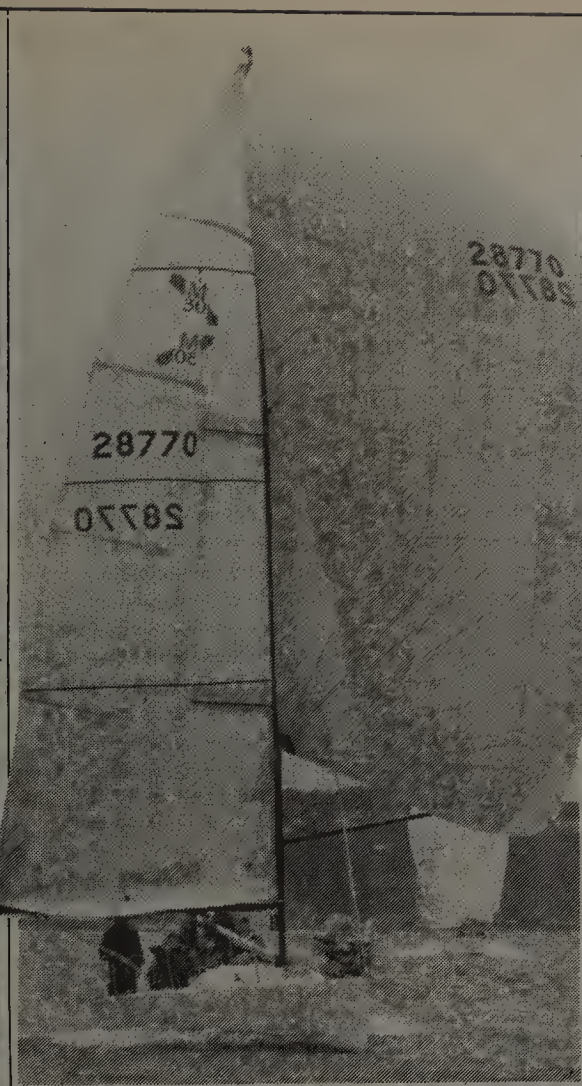
SPORTBOAT — 1) **Altoids**, 11:Metre, John Sweeney, 7 points; 2) **Peregrine**, Mumm 30, David Thomson, 8; 3) **Abracadabra II**, Antrim 27, Dennis

Surtees, 10; 4) **Owslarah**, Antrim 27, Joseph Melino/Steve Reinhart, 17. (7 boats)

H — 1) **Savoir Faire**, Beneteau 42, Dale Williams, 4 points; 2) **Petard**, Farr 36, Keith Buck, 10; 3) **My Rubber Ducky**, Hobie 33, Lee Garami, 12; 4) **Run Wild**, Olson 30, Dale Irving, 19; 5) **Passione**, J/92, Walt Marti, 20. (12 boats)

J — 1) **Mintaka**, C&C 36, Gerry Brown, 5 points; 2) **Fat Bob**, Catalina 38, Robert Lugliani, 13; 3) **Harp**, Catalina 38, Mike Mannix, 14; 4) **Tinsley Light V**, WylieCat 30, Hank Grandin, 14. (9 boats)

SF 30s — 1) **Ixxis**, Olson 911-S, Ed Durbin, 5 points; 2) **Preparation J**, J/30, Ron Tostenson, 7; 3) **Takeoff**, Laser 28, Byrne Family, 16; 4) **Jane Doe**, Olson 911-S, Bob Izmirian, 18; 5) **Pizote**, Santana 30/



30, Kevin Knick, 28. (12 boats)
K — 1) Derf, Soling, Pete Rowland, 5 points; 2)
The Shadow, Mull 30, Pieter DeVries, 8. (4 boats)

Lake Circuit Update

The Northern California Lake Circuit is in full swing now, with three regattas occurring in the last few weeks. The 34th Whiskeytown Regatta, held on May 23-24, attracted a large fleet of 160 boats. They faced the full gamut of conditions, including rain showers on Sunday. The 17th Go-for-the-Gold Regatta, sailed on Scott's Flat Lake on June 6-7, was a bit

smaller than usual with only 51 boats entered.

The grand finale of last month's busy fresh water tour was SBRA's annual Clear Lake Regatta, held out of the state camping ground on June 20-21. That event was also considerably 'downsized', as just 55 boats competed in good wind and clear water, both unusual for events in the shadow of Mount Konocti. Too bad for all the folks who boycotted the notoriously wind-starved venue — including the El Toros, who held their own series that

weekend on the Lower Lake.

More than most salt water regattas, the Lake Circuit emphasizes camping, après-race socializing and family fun. The Saturday night gatherings are an integral part of the experience, generally featuring a barbecue, live music, an occasional raffle and tall-tale/joke telling contests. Here's one that apparently brought the house down at the Whiskeytown Regatta, as told on stage by WSC commodore Mike Strahle:

"The Top Ten sure signs that you might

THE RACING



be a redneck sailor: 10) If you have a cattle guard mounted on your bow; 9) If you troll for bass while racing; 8) If you have a gun rack anywhere on your boat; 7) If your anchor is a spare tire rim; 6) If you have more dogs than people on your boat; 5) If your sails are colored in camo; 4) If your boat plug is a wine cork; 3) If your wind indicator is bigger than your sail; 2) If you use a high-powered rifle with a scope to locate the marks; and 1) If your crew is both your wife *and* your sister."

If you fail to see the humor in this, you've probably never spent any time on the Lake Circuit. Next up is the two-week-end High Sierra Regatta, held on July 11-12 and 18-19 on gorgeous Huntington Lake. Hopefully, all the snow has melted by now!

WHISKEYTOWN REGATTA (WSC: May 23-24):

- HOBIE 18 — 1) Verne Maddox. (4 boats)
 OPEN MULTIHULL I — 1) Larry Wells, Nacra 5.8;
 2) Mike Peavy, Nacra 5.8. (6 boats)
 OPEN MULTIHULL II — 1) Mike Strahle, Hobie

16; 2) Anthony Kane, Hobie 18-SX; 3) Paul Lang, Sea Spray. (11 boats)

INTERNATIONAL CANOE — 1) Paul Miller. (4 boats)

CATALINA 22 — 1) Doug Epperson. (4 boats)
 VANGUARD 15 — 1) Paul Deeds. (5 boats)
 VIPER 640 — 1) John Hartman. (5 boats)
 WYLIE WABBIT — 1) Colin Moore; 2) Richard Jarratt. (8 boats)

BANSHEE — 1) Greg Rogers; 2) Craig Lee. (9 boats)

LASER — 1) Bruce Braley; 2) Mike Eichwald; 3) Dave Neilson; 4) Jim Christopher. (14 boats)

PELICAN — 1) Peter Minkwitz; 2) Patrick Jones; 3) Howard Mackey. (12 boats)

EL TORO — 1) Dave Vickland; 2) Hank Jotz; 3) Al Kentsler; 4) Vickie Gilmour; 5) John Amen. (30 boats)

KEEL A — 1) Scott Cullen, Martin 242; 2) Mike Cleary, Capri 25. (6 boats)

KEEL B — 1) Rick Pareno, Capri 22; 2) Charles Copeland, Victory 21; 3) Ray Profitt, Balboa 26. (9 boats)

KEEL C — 1) Paul Frentzen, Venture 21; 2) Mitch Robinson, MacGregor 24. (8 boats)

CENTERBOARD A — 1) Walter Heym, I-14. (6 boats)

CENTERBOARD B — 1) Dan Newland, Wing Dinghy. (6 boats)

The Woodies Regatta, one of the prettier sights on the Bay each year.

CENTERBOARD C — 1) Greg Adams, Day Sailor. (6 boats)
 (4 races)

GO FOR THE GOLD (GCRYC: June 6-7; 5 races):

OPEN KEEL — 1) Mike Bringolf, Spacesailor 20; 2) Ryan Schofield, Ericson 25+; 3) Jerry Lewis, MacGregor 25. (7 boats)

OPEN CB — 1) Dan Ouellet, JY 15; 2) Wade Behling, Thistle; 3) Decker McAllister, Enterprise; 4) Mr. Rommell, E-Scow. (9 boats)

CATALINA 22 — 1) Don Hare; 2) Doug Epperson. (5 boats)

SNIPE — 1) Shawn Bennett; 2) John Tagliamonte; 3) Robin Gales; 4) Andy Pontions. (10 boats)

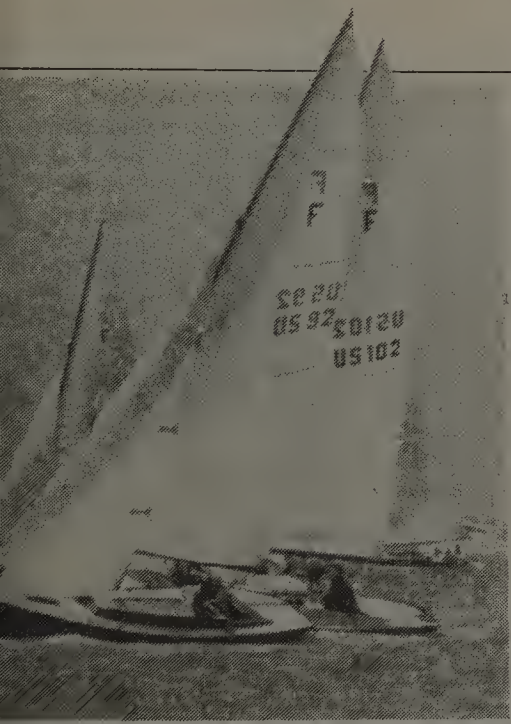
BYTE — 1) Michele Logan; 2) Gail Yando; 3) Barbara Ouellet. (8 boats)

EL TORO — 1) Walt Andrews; 2) George Morris. (5 boats)

SUNFISH — 1) Bob Cronin; 2) Bryon Jonk; 3) Peter Jonk-Sommer. (7 boats)

SBRA CLEAR LAKE (RYC: June 20-21; 7 races):

BYTE — 1) Gail Yando, 12 points; 2) Dee Hardi-



LATITUDE/ROB

man, 12; 3) Barbara Ouellet, 13. (7 boats)
 INTERNATIONAL CANOE — 1) Del Olsen, 3 points; 2) Bruce Bradfute, 6. (5 boats)
 LASER — 1) Mike Eichwald, 9 boats; 2) Simon Bell, 14; 3) Doug Morss, 19; 4) Bruce Braly, 21; 5) Tim Knowles, 27. (12 boats)
 INTERNATIONAL 14. — 1) Greg Mitchell, 10 points; 2) Dave Klipfel, 14; 3) Rand Arnold, 20. (7 boats)
 SNIPE — 1) Robin Gales, 4 points; 2) Jamie Fontanella, 7; 3) Steve Keckler, 13; 4) John Tagliamonte, 17; 5) Vince Casalaina, 17. (13 boats)
 OPEN-A — 1) Abby Bayley, Laser II, 48 points. (3 boats)
 OPEN-B — 1) Joe Ballard, Viper, 8 points. (4 boats)
 OPEN-C — 1) Sarah Deeds, Vanguard 15, 29 points. (4 boats)

Woodies Invitational

Unlike years past, the recent St. Francis YC-hosted Woodies Invitational wasn't a gearbuster. In fact, the weather for the five-race, no-throwout series on June 12-14 was the best we've seen yet this season. "It was a very civilized weekend, both on and off the water," noted IOD campaigner Tom Allen.

A total of 55 boats in five divisions participated in the regatta, which continues to be the highlight of the WBRA schedule. Each class includes the Woodies in their season championship, which also consists of seven WBRA two-race days, as well as the Elite Keel and the Resin Regatta for the more active Knarrs and IODs. "Up until a few years ago, we had about 70 boats in WBRA," noted Allen. "We're holding pretty steady at about 60 now, but both the boats and the people are getting older."

The only 'youth movement' we can detect is in the Knarr fleet, where relative youngsters Chris Perkins, Mark Heer and Chris Kelly swept their elders in a very competitive 22-boat fleet. With that class's International Knarr Championship (IKCs) coming in late August, the action is 'knarrlier' than ever.

The Folkboat class is making a nice comeback this year, fielding 15 boats. Peter Jeal, sailing *Polperro*, opened and closed the Woodies with a bullet, good enough to win by five points over a trio of Folks tied for second. The Bears and IODs were 'status quo' (same number of participants, same winners), but the Birds seem to be on the endangered species list again. Only five of these classic Bay boats sailed in the Woodies, despite customizing the series to just three races. "Bob Keefe must be falling behind schedule," joked Allen, referring to Keefe's ongoing passion for restoring Bird boats.

BEAR — 1) *Chance*, Glenn Treser, 10 points; 2) *Smokey*, Steve Robertson, 12.5; 3) *Circus*, Bob Jones, 17. (6 boats)

BIRD — 1) *Widgeon*, Heinz Backer, 16 points; 2) *Curlew*, James Josephs, 18. (5 boats)

FOLKBOAT — 1) *Polperro*, Peter Jeal, 13 points; 2) *Windy*, Bill DuMoulin, 18; 3) *Galante*, Otto Schreier, 18; 4) *Jalina*, D. Thompson/E. Ashcroft, 18; 5) *Windansea*, Don Wilson, 23; 6) *Freja*, Ed Welch, 33; 7) *Frieded*, Bill Madesin, 33; 8) *Petite Sirene*, Dave Boyd, 40. (15 boats)

IOD — 1) #100, Lacey, Dailey, etc., 7 points; 2) *Prophet*, Henry Mettier, 15; 3) *Xarifa*, Paul Manning, 19; 4) *Quickstep II*, Richard Pearce, 21. (7 boats)

KNARR — 1) *Trouble*, Chris Perkins, 17; 2) *Sugar*, Mark Heer, 22; 3) *Flyer*, Chris Kelly, 31; 4) *Snaps III*, Knud Wibroe, 33; 5) *Benino*, Terry Anderlini, 37; 6) *Peerless*, Larry Drew/Mike Guzzardo, 39; 7) *Sophia*, Tom Reed, 39; 8) *Whistler*, Craig McCabe, 42; 9) *Nordlys*, Joel Kudler, 44; 10) *Lykken*, Bob Fisher, 44; 11) *Huttetu*, George Rygg, 54; 12) *Huldra*, Jim Skaar, 62. (22 boats)

Sea Story of the Month

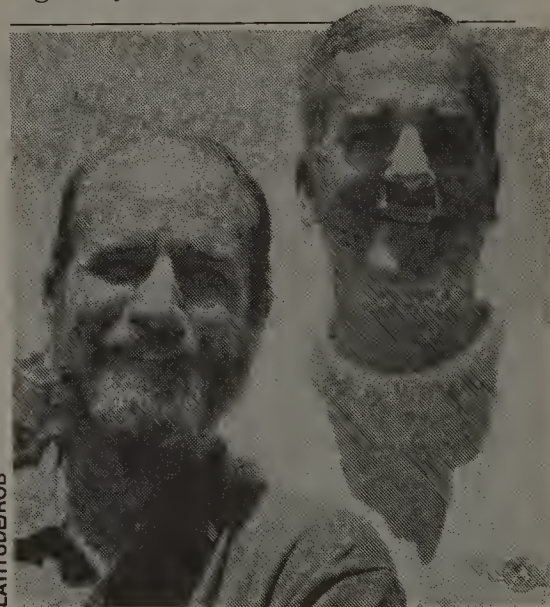
During last month's 320-mile Channel Islands Race — a race last done in the '70s — the crew on Doug Baker's *Andrews 70+ Magnitude* was enjoying a fine ride, surfing at up to 22 knots with the asymmetrical spinnaker up. As they prepared to douse the kite to round San Clemente Island, crewman Alan Harbour

was uncoiling the foreguy, standing by for the takedown. . .

John Jourdane picks up the story: "The stopper suddenly just let go, and the line was around Alan's fingers. There's a huge load on the foreguy on an asymmetrical, and it pulled his hand into the turning block. It ripped off his middle and ring finger at the first knuckle, and his index finger at the second knuckle.

"I was below when the crew brought him down, bleeding profusely. Alan, a retired fireman, was the calmest guy on the boat. He sat down and told me what to do. I stuck his hand in a glass of peroxide, then bandaged the stubs, and put a pack of frozen vegetables around it, and held it up. Meanwhile, the crew were bringing down severed fingers, and bones they found on the deck. I wrapped them in gauze and put them on ice in a Ziploc bag.

"During all this, Rob Wallace had contacted the Coast Guard. They said a helicopter was on its way, and for us to motor into Pyramid Cove on San Clemente Island and anchor. The Navy heard our communication, and said we could not go into Pyramid Cove; it was a restricted area. We decided to listen to the Coast Guard and not the Navy, and dropped the hook anyway. Kudos to the Coast Guard — they were there with their helicopter in 30 minutes. We took off the backstays to clear the back of the boat, and the Coasties managed to lower a basket into the cockpit even though we were swinging wildly in the downwash of the copter.



LATITUDE/ROB

Forest Baskett (left) and Tom Baffico, co-owners of the Express 27 'Baffett', continue to kick butt in local ocean racing.

They are good!

"Alan was lifted off and was at Scripps Hospital in La Jolla 20 minutes later. He's out of the hospital now, minus two and a

THE RACING

half fingers on his left hand, but otherwise in good spirits. Without the quick work of the Coast Guard it could have been much worse."

Hard Day's Night

The fourth and final OYRA race of the first half, the Golden Gate YC-hosted Hard Day's Night, was held on the night of June 6. Sixteen boats enjoyed a fairly comfort-

That honor fell to Tom Baffico's and Forest Baskett's well-sailed Express 27 *Baffett*, which pulled in at 5:51 a.m. on Sunday morning, 40 minutes ahead of runner-up *Run Wild*. Most of the fleet rafted up at GGYC to enjoy a buffet breakfast before sailing home to recover from the all-nighter.

Preliminary results of the first half (based on four races, one throwout) re-

and IIB, respectively; *Baffett* and *Freewind* are leading their MORA divisions; and *Sparky* is in control of the SSS class.

The Gulf of the Farallones is now closed for racing until August 8, when the second half of the OYRA schedule kicks off with the Gate Crasher Race.

1998 Santa Barbara Race Entries

<u>Yacht</u>	<u>Type</u>	<u>PCR</u>	<u>Skipper</u>	<u>Yacht Club</u>
DIVISION A (PCR 18-84)				
<i>Zamazaa</i>	Farr 52	18	Chuck Weghorn	St. Francis
<i>Sceptre</i>	J/130	21	Bob Musor	St. Francis
<i>Sparky</i>	Mumm 30	60	Larry Hoffman, Jr.	Oakland
<i>Hyetime</i>	Hunter 45	69	Jack Issacs	Encinal
<i>Stray Cat Blues</i>	J/35	72	Bill Parks	Encinal
<i>Elan</i>	Express 37	72	Bill Riess	Richmond
<i>Eclipse</i>	Express 37	72	Mark Dowdy	San Francisco
<i>Expeditions</i>	Express 37	72	Bartz Schneider	San Francisco
<i>Saltshaker</i>	Contessa 39	72	Steve Hanson	Cal Sailing
<i>Schock Full O'Nuts</i>	Schock 35	72	Henry Messenger	N/A
DIVISION B (PCR 85-119)				
<i>Savoir Faire</i>	Beneteau 42	90	Dale Williams	St. Francis
<i>Culebra</i>	Olson 34	99	Craig Riley	Encinal
<i>Two Scoops</i>	Express 34	99	Chris Longaker	Richmond
<i>Wind Dancer</i>	Catalina 42	102	P. Edwards/D. Chase	Ventura
<i>Annalise</i>	Wylie 34	108	Paul Altman	Encinal
<i>Utra Vez</i>	Hunter 450	111	Daniel Abrams	Ballena Bay
<i>Turning Point</i>	Swan 43	-	John Hartono	Encinal
DIVISION C (PCR 120-179)				
<i>Aniara</i>	Swan 38	120	Eric Schou	San Francisco
<i>Enigma</i>	Capo 30	126	Bob Hultman	Encinal
<i>California Zephyr</i>	SC 27	135	Peter Dalton	Santa Cruz
<i>Perpetual Motion</i>	Cal 31	165	Noble Brown	Benicia
DIVISION D (EXPRESS 27)				
<i>Extosea</i>	Express 27	129	William Wheatly	N/A
<i>Surfari</i>	Express 27	129	Bill Hoffman	Richmond
<i>Jaded Lover</i>	Express 27	129	Richard Bryant	Encinal
<i>To Infinity & Beyond</i>	Express 27	129	Fred Voss	Encinal
<i>Chimera</i>	Express 27	129	Brett Allen	Corinthian
<i>Light'n Up</i>	Express 27	129	Gary Clifford	Richmond
<i>Swamp Donkey</i>	Express 27	129	Scott Sellers	San Francisco
<i>Salty Hotel</i>	Express 27	129	Mark Halman	Richmond
DIVISION E (J/105)				
<i>Speedwell</i>	J/105	84	Thomas Thayer	Richmond
<i>Hele On</i>	J/105	84	Eugene Rooney	Cal Sailing
<i>Walloping Swede</i>	J/105	84	Tom Kassberg	South Beach
<i>Bella Rosa</i>	J/105	84	Dave Tambellini	Alameda
DIVISION F (ULDB 90-228)				
<i>Kiwi Sanctuary</i>	Hobie 33	90	Graham Dawson	Channel Islands
<i>My Rubber Ducky</i>	Hobie 33	90	Lee Garami	SSS
<i>Tsunami</i>	Olson 30	96	Bob Haase	Santa Cruz
<i>Run Wild</i>	Olson 30	96	Dale Irving	St. Francis
<i>Gruntled</i>	Moore 24	150	Simon Winer	Cal Sailing
<i>Lil' Bandit</i>	Wilderness 21	222	David Jefferson	Ballena Bay
DIVISION G (NON-SPINNAKER)				
<i>Gypsy Warrior</i>	Freya 39	141	Rick Gio	San Rafael
<i>Cayenne</i>	Passport 40	141	Michael Moradzadeh	St. Francis
<i>Compass Rose</i>	Cal 36	153	Harlan Van Wye	Treasure Island
<i>Big Dot</i>	Pacific Dolphin	270	Doug Graham	SSS

able but convoluted 53-mile sail around the Lightship and the approach buoys. With handicaps awarded in advance — arguably not a meaningful way to score part of a championship series — the first one back to the dock was the winner.

veal the following class leaders: *Blue Chip* and *Recidivist* are tied for first in PHRO-IA despite only doing two races each; *Eclipse* has a one-point lead over *Punk Dolphin* in PHRO-IB; *Ice Nine* and *Scotch Mist* have comfortable leads in PHRO-IIA

HARD DAY'S NIGHT RACE:

- PHRO-IA — No starters.
 PHRO-IB — 1) Friday Harbor, J/35, Ryle Radke;
 2) *Eclipse*, Express 37, Mark Dowdy (5 boats)
 PHRO-IIA — No starters.
 PHRO-IIB — 1) *Island Girl*, Islander 36, Frank Burkhart. (2 boats)
 MORA-I — 1) *Baffett*, Express 27, Forest Baskett/
 Tom Baffico; 2) *Run Wild*, Olson 30, Dale Scroggins.
 (4 boats)
 MORA-II — 1) *Sorcerer*, C&C Half Ton, Greg Cody.
 (3 boats)
 SHS — 1) *Sparky*, Mumm 30, Larry Hoffman, Jr.
 (2 boats)
 MULTIHULL — No starters

South Tower Race

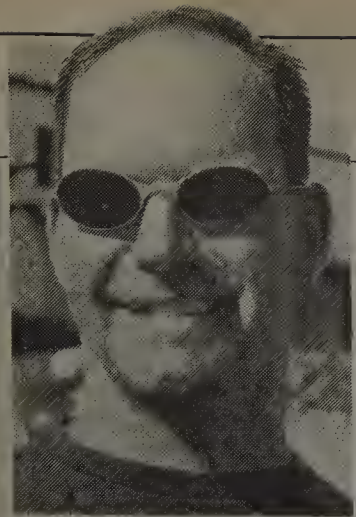
Probably due to the Ditch Run's success as much as anything else, Stockton SC's 140-mile South Tower Race seems lately to have reverted back to its roots as a low-key club event. Held on June 12-13, the 26th edition of the once-formidable marathon attracted only 11 entries, down from an all-time high of 52 in 1991. Ironically, the only two non-Stockton SC boats were the class winners, the SC 52 *Vitesse* and the Catalina 27 *Sequel*.

Vitesse, skippered by Commodore Tompkins and staffed with his Pacific Cup crew, zoomed around the course in just over 22 hours, falling 52 minutes short of *Eclipse*'s 1992 record. Rounding Blackaller Buoy, the upwind mark, at 10 p.m. under #4 jib and reefed main, the crew set their big kite and rode the flood most of the way back to Stockton. *Vitesse* finished at 9:09 a.m., a full ten hours before the rest of the fleet began dribbling in.

Despite sailing all night, Tompkins and a skeleton crew headed *Vitesse* back for Sausalito almost immediately, beating upwind with their best 3DL sails after the motor malfunctioned — ironic for a boat that cost more than the rest of the fleet combined. "We sailed by all our competitors on the way home, and informed them it was 'twice around'," laughed Commodore. "It was great fun, a wonderful weekend."

DIV. A — 1) *Vitesse*, SC 52, Warwick Tompkins;
 2) *Faded Badley*, J/30, Dana Badley; 3) *Geronimo*, Express 27, Pete Habeeb; 4) *Jomama*, Express 27, Ernie Schimpf. (4 boats)

DIV. B — 1) *Sequel*, Catalina 27, Scott Hester; 2) *Transposition*, Catalina 27, John Toste; 3) *Delta Ruby*, Catalina 30, Chuck Jones; 4) *Zephyr*, Cal 2-29, Jim Murch; 5) *Blew Cal*, Cal 27, Jerry Nassoii; 6)



truck

'Pinta' (left) spanked the tough 1D-48 fleet in her debut. See 'Race Notes' for more. Inset, winning skipper John Kostecki.

Maria, Ericson 35 Mk II, Ed Almaas; 7) Curlew, Excalibur 26, John Gurney. (7 boats)

OVERALL — 1) Vitesse; 2) Sequel; 3) Transposition.

Box Scores

With minimum fanfare, we offer this month's medium-sized serving of *Box Scores*, aka 'race sheet lite':

OLSON 30 NATIONALS (Seattle: May 22-24):

1) **Splash Tango 2**, Stacey Wilson/Frank Morris, 24 points; 2) **Lunch Box**, Chuck Skewes/Morgan Larson, 24; 3) **War Canoe**, Michael Goldfarb/Mark Brink, 26; 4) **Jack's Back**, Jack Easterday/J. Elvis Thorpe, 30; 5) **Blue Star**, Spencer/Todd, 32; 6) **Wildfire**, Lorence/Ellis, 41; 7) **Crime Scene**, Bill Cuffel, 62; 8) **M.O.F.**, Trevor Howard, 68; 9) **Road Runner**, John Hoag, 71; 10) **Surfer Girl**, Patrick Kershaw, 74. (29 boats)

Other NorCal boats: 13) **Lurker**, Paul Martson; 23) **Hoot**, Andy MacFie; 26) **Family Hour**, The Bilafers.

CYRACONSTAN NATIONALS:

COED DINGHY — 1) Old Dominion, 143 points; 2) King's Point, 147; 3) Hobart/Wm. Smith, 168; 4) College of Charleston, 178; 5) Harvard, 202; 6) Boston College, 203; 7) Tufts, 220; 8) **Stanford**, 227; 9) Boston Univ., 241; 10) USC, 278; 11) Northwestern, 352; 12) Washington, 359; 13) Florida, 367; 14) Baylor, 397; 15) Notre Dame, 426; 16) Texas A&M, 443.

WOMEN — 1) Brown, 112 points; 2) Dartmouth, 142; 3) Connecticut College, 174; 4) St. Mary's, 198; 5) Boston Univ., 198; 6) College of Charleston, 212; 7) USC, 214; 8) Navy, 224; 9) Univ. of Hawaii, 237; 10) UC Irvine, 240; 11) Georgetown, 256; 12) **Stanford**, 264; 13) MIT, 297; 14) Notre Dame, 329;

15) Univ. of Texas, 343; 16) Northwestern, 370.

TEAM RACING — 1) Old Dominion, 11-0; 2) College of Charleston, 9-2; 3) St. Mary's, 9-2; 4) **Stanford**, 8-3; 5) Connecticut College, 7-4; 6) Boston College, 6-5; 7) Univ. of Hawaii, 5-6; 8) Univ. of Wisconsin, 3-8; 9) Texas A&M, 2-9; 10) Tulane, 2-9; 11) U.S. Florida, 2-9; 12) Univ. of Washington, 2-9.

(held late May/early June on Lake Ponchartrain in New Orleans in Vanguard 420s)

LIPTON CUP (San Diego YC: 7 races: May 30-31):

1) **Wild Thing**, Coronado YC, Robbie Haines, 14 points; 2) **Water Moccasin**, Balboa YC, Dave Ullman, 27; 3) **Hotspur**, San Diego YC, Vince Brun, 31; 4) **Adrenaline**, Newport Harbor YC, Scott Mason, 33; 5) **Mischief**, Bahia Corinthian YC, Mike Pickney, 38; 6) **Ricochet**, Cal YC, Bob Little, 42; 7) **Piranha**, Club Cruceros de La Paz, Dave Voss, 58; 8) **Outlier**, Santa Barbara YC, Ken Kieding, 59; 9) **Minnesota Fast**, Del Rey YC, Bill Menninger, 62; 10) **Shillelagh**, Coronado Cays YC, Andy Folz, 64; 11) **Rivalry**, Southwestern YC, Chris Winnard, 67; 12) **Slippery When Wet**, Lido Isle YC, Phil Thompson, 68; 13) **White Fang**, Santa Monica YC, Craig Yandow, 82; 14) **O'Betty**, Seal Beach YC, Steve Steiner, 90. (14 boats)

MEMORIAL WEEKEND (SFYC: May 23-24):

CAL 20 (Baum Memorial Trophy) — 1) **Sea Saw**, David Green, 12 points; 2) **Ice**, Bren Meyer, 13; 3) **Tension II**, John Nooteboom, 17; 4) **Kobeyashi Maru**, Reid Casey, 19; 5) **Recluse**, Howard Martin, 33. (13

boats)

RANGER 23 (Eldridge Cup) — 1) **Impossible**, Gary Kneeland, 6. (3 boats)

SANTANA 22 (Mull Cappuccino Cup) — 1) **Soliton**, Mark Lowry, 8 points. (3 boats)
(5 races; no throwouts)

J/24 DISTRICTS (StFYC: June 13-14):

1) **Foundation**, Seadon Wijsen, 14 points; 2) **Grinder**, Jeff Littfin, 22; 3) **Air**, Tim Duffy/Susie Gregory, 23; 4) **Snow Job**, Brian Goepfrich, 24; 5) **Cool Breeze**, Phil Perkins, 25; 6) **Casual Contact**, Seamus Wilmot, 28; 7) **Tundra Rose**, Keith Whittemore, 42; 8) **Evolution**, Dennis Holt, 45; 9) **Downtown Uproar**, Wayne Clough, 45; 10) **Wahine**, Chris Snow, 47. (15 boats; 5 races)

Winning crew — Seadon Wijsen, Hogan Beatie, John Bonds, Mo Hart, Brandon Paine.

MONTEREY BAY PHRF CHAMPIONSHIP (MPYC: June 13-14; 3 races):

1) **Bustin' Loose**, Santana 30/30, Jeff Pulford, 7 points; 2) **Pacific High**, SOB 30, Snyder/Bassano, 7; 3) **Revelry**, SC 40, Jim Winterbottom, 10; 4) **Carnaval**, Santana 35, Bill Keller, 12; 5) **Dos Busters**, Antrim 27, Gary Evans, 14. (11 boats)

SCORE #3 (SCYC: June 7):

'A' — 1) **Tacos Pescados**, Olson 30, Tim McTighe; 2) **Ingrid**, SC 52, Bill Turpin; 3) **Red Hawk**, SC 40, Lou Pambianco. (7 boats; 19.9 miles)

'B' — 1) **Wild Thing**, Express 27, Phil Myers; 2) **Details**, Andrews 30, John Panchallo; 3) **Gandalf**, Santana 35, Carl Quitau. (7 boats; 17.9 miles)

SSS CORINTHIAN RACE (June 13: 20 miles):

SH-II (129 and under) — 1) **Razzberries**, Olson 34, Bruce Nesbit; 2) **White Knuckles**, Olson 30, Dan

THE RACING

Benjamin. (4 boats)

SH-III (130-168) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Chief**, SC 27, Dwight Odom; 3) **Storm-rider**, Aphrodite 101, Don McCrea. (6 boats)

SH-IV (169-above) — 1) **Impossible**, Ranger 23, Gary Kneeland; 2) **Ouzel**, Thunderbird, Greg Nelsen; 3) **TGTITW**, Santana 22, Jeff Brown. (6 boats)

SH-V (non-spinnaker) — 1) **Berserker**, Ericson 38, Mark Deppe; 2) **Molly**, B-25, Paul Descalso. (5 boats)

DH-I (multihull) — 1) **Jabberwock**, Buccaneer 35, Randy Chapman/Mark Cenac. (1 boat)

DH-II (129 and under) — 1) **Kwazy**, Wabbit, Colin Moore/Jon Stewart; 2) **Ozone**, Olson 34, Carl Bauer/Herb Heil; 3) **Opus**, Express 27, Jason Crowson/Rufus Sjoberg; 4) **Annalise**, Wylie 34, Paul & Eric Altman. (9 boats)

DH-III (130-168) — 1) **Silke**, WylieCat 30, Larry Riley/Shimon Van Collie; 2) **Topper**, Moore 24, Rich Korman/Marcus Berggraz; 3) **Lucky Ducky**, WylieCat 30, Dan Conley/Steve Seal. (6 boats)

DH-IV (169-up) — 1) **Shazam!**, Santana 22, Bud Sandkulla/Lynn Williams; 2) **Strait Jacket**, Mull 22, Ben Haket/Simon King. (4 boats)

DH-V (non-spinnaker) — 1) **Bacarat**, Peterson 34, Dave Reed/Sylvia Stewart; 2) **Maverick**, Ericson 39, Tony Johnson/Terry Shrade; 3) **Avalon**, WC 49, Fred Hess/Adam Minor. (7 boats)

Race Notes

Sale boats of the month: Former sled-meister **Peter Tong** (*Blondie*, *Orient Express*) has ordered a new Farr 40, as has **Jack Woodhull** (*Persephone*). Interestingly, Woodhull has chosen a tiller over a

wheel, an option apparently allowed despite the 'strict' one design rules. Both will take delivery of their boats on the East Coast and do some class racing before shipping the boats home. The Farr 40 design has been a runaway hit, and to accommodate the backlog of orders, Farr International has just licensed McConaghys Boats (Sydney, AUS) as their second builder. Rumors are already circulating that a number of East Coast Farr 40s will come out for the Big Boat Series — which would be great, but we'll believe it when we see it.

Another veteran of the sled wars, **Les Crouch**, is selling his racer-turned-cruiser, the aluminum N/M 70 *Maverick*, which is currently lying in Fort Lauderdale. Crouch just downsized to a two-year-old Bashford-Howison 41, which he bought in England. He'll have the boat shipped to Florida for next January's Key West Race Week, followed by a full Caribbean racing tour. . . The **Major Damage** Syndicate (newlywed Chris Perkins and the two Dave Wilsons) have ordered a One Design 35 to replace their highly successful J/35. They'll take delivery of the new

boat, to be called *Good Timin'*, in November at the earliest. The partners are "entertaining offers" on their J/35, which is currently up north for Whidbey Island Race Week and the J/35 Nationals. . . John Wylie, owner of the San Diego-based N/M 39 **Tabasco** (ex-*Bullseye*), has also put his boat on the blocks to make room for a new 1D-35. Hopefully, someone from the Bay Area will buy *Tabasco* and add it to our growing 40-footer scene.

Briefly noted: Australians Chris Nicholson and Daniel Phillips won the **49er Worlds** for the second year in a row. Morgan Larson and Kevin Hall came in third, with the McKee brothers fourth. . . Paula Lewin of Bermuda won the **Santa Maria Cup**, a women's match race series held in Annapolis. . . The TransPac YC is contemplating a **mandatory life jacket rule after dark** for their '99 race, which strikes us as a better policy than US Sailing's hollow and politically-motivated mandate that we must don life jackets at the start and finish of ocean races. Meanwhile, in a recent *Seahorse* piece, Whitbread winner **Paul Cayard** advocates wearing safety harnesses *at all times off-*

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LATTITUDE/ROB

shore.

Speaking of Cayard, he'll be teaming up with *AmericaOne* tactician **John Kostecki** on the 1D-48 *illbruck-Pinta* for the Kenwood Cup and Big Boat Series. They appear to be the boat to beat, especially in light of their stellar debut at the Newport/Manhattan Regatta. Kostecki, helmsman Morgan Larson and an international crew won that 10-race series by

Billionaire Hasso Plattner, seen here at the helm of his R/P 50 in a recent Friday night race, loves racing sailboats — and is quite good at it, too.

a comfortable margin over John Koli's *Abracadabra*, last year's season champion. Jim Dolan's *Sagamore*, with 1D-48 president John Bertrand steering, was third.

Maxi news: Hasso Plattner's R/P 80 *Morning Glory* broke the Block Island

Race course record, sailing the 185 miles in 19 hours, 14 minutes — but lost by 7 minutes on corrected time to the Farr 47 *Blue Yankee*. Plattner divides his sailing between three boats, all beautiful R/P creations named *Morning Glory*: the maxi, the 50-footer he keeps in Sausalito, and a new high tech cruiser that is currently in the Med. . . Larry Ellison's Farr 78 *Sayonara* took the ILC Maxi World Championship for the second year in a row, dominating the 5-boat fleet in a regatta off Newport, RI. *Alexia*, the former *Windquest*, was the top maxi in the sluggish Bermuda Race, the long distance portion of the Worlds.

Hawaiian eye: Twenty boats are currently sailing in the 2,308-mile **17th Vic-Maui Race**, a collaboration between Royal Vancouver YC, Lahaina YC and sponsor Coopers & Lybrand. Four of the fleet should be familiar to Big Boat Series observers: *Atalanta* (Tripp 43, Richard Hedreen), *Cassiopeia* (Davidson 70, Charles Burnett), *Charisma* (S&S 57, Dick Robbins) and *Jubilee* (IMX 38, Bill Burnett). *Renegade*, Dan Sinclair's Andrews 70+, should be a shoo-in for line honors, as well as a threat to the record of 9:19:36, set by *Pyewacket* in '96. *Kismet*, the Cal 40 that won overall last time, will be back

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THE RACING

under new management to defend her title. . . *Cassiopeia* and *Jubilee* will then participate in the **Kenwood Cup**, which has shrunk to about 30 boats this year primarily due to the faltering Pacific Rim economy.

Mark your calendars: The second edition of the modern **San Francisco to Tahiti Race** will commence on May 15, 1999. A second concurrent start from Hawaii will be announced later. The course record, set by the SC 50 *Yukon Jack* in '95, is 19 days and change — and appears ripe for the picking. If you're interested in the race, call Chuck Warren at (415) 433-0959. . . The **'98 Big Boat Series**, scheduled later than usual this year on September 24-27, is starting to come into focus. Invited classes are the 1D-48s, ULDB 70s, IMS 50-footers, SC 52s, Farr 40s, J/120s, Express 37s, J/105s and three PHRF classes (the big-boat 'melting pot', the hot 40-footers, and the 34-40 footers). "We're projecting 85-100 boats," said StFYC race official Norman Davant. . . Block Island Race Week was underway as we went to press, with 130 boats competing in 12 divisions. Next up on the East Coast circuit is the **inaugural New York YC Race Week**, to be held July 17-24 at

Newport, RI. Over 3,000 sailors will compete for national or NA titles in IMS boats, Mumm 36s, Farr 40s, NY 40s, Mumm 30s and J/120s. A bunch of other New England and East Coast championships are also at stake.

More sale boats: The local J/105 population continues to swell, with two more due on the Bay any day now, bringing the total up to 26. **Kris Jacob**, a member of St. Francis YC and a former partner in an 11:Metre, has bought a used 105 named *Miss America* (for a few more weeks) from Michigan. Meanwhile, **David Owen** has purchased an as-yet-unnamed new 105, hull #217, which he'll keep at South Beach Marina, a 10-minute walk from his home. Owen is moving up from a Beneteau 35s5. . . **John West**, a former *Dolphin Dance* crewmember, has just bought the J/35 *Skye*. . . The West Coast J/120 fleet continues to expand at an alarming rate, with Southern California leading the way with **20 boats**. Currently, there are also three 120s on the Bay (*Eos*, *Puff*, *Mr. Magoo*), six in Seattle and four in Acapulco. The latest J/120 owner is longtime big boat campaigner **Larry Harvey** (*Crazy Horse*,

Babe Ruthless, *Abba-Zaba-Jab*). Larry just took delivery of hull #92, which he's christened *Zip-A-De-Doo-Dah*.

Catting around: The **eighth WylieCat 30**, as yet unnamed, was just delivered to Charles and Maryann Quaglieri, who will keep the boat up on Lake Tahoe. With all the other 30s staying in the Bay Area (prototype *Mustang Sally*, *Carlene*, *Uno*, *Silkye*, *Tinsley Light V*, *Sea Saw*, *Lucky Ducky* and the shop boat, *Margay*), there are now enough boats for a one design class at this fall's NOOD regatta. The WylieCat 30 hulls and decks are built by Ron Moore, while **Dave Wahle** and Gary Tracy — aka 'Badass Boatworks' — finish the boats off. Meanwhile, the biggest WylieCat yet, a custom 45-footer, is now underway at Westerly Boatworks in Costa Mesa for Michael Katz, who will put his WylieCat 39 **Sabra** up for sale after the Pacific Cup.

Local heroes: Cal SC member Jan Grygier sailed his *Gunga Din* to victory in the five-race **Columbia Challenger Nationals** over an 8-boat field. . . 18-year-old **Megan Sweeney-Kelly** of San Francisco, who is currently back in Rye, NY, representing the Bay Area in 420s at the Junior Sailing Olympics, won the single-handed division of the U.S. Women's



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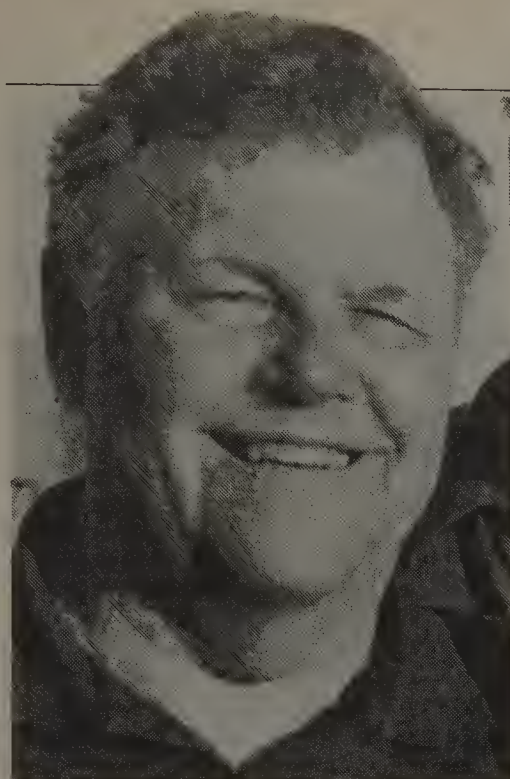
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Open Championships (see *Box Scores*). A good student as well as a good sailor, Megan will attend Princeton in the fall. . . Richmond YC member **Leigh Brite** (*China Cloud*, J/40) was recently inducted into the prestigious Inter-Collegiate YRA Hall of Fame, along with 13 other early college sailors who would have been named to the All-American team had it existed during their time. Brite, who graduated from MIT in 1946, was a hot dinghy sailor in his day before turning to bigger boats.

Out and about: Randy Smyth and Jason Sneed, both of Fort Walton, Florida, repeated as winners of the rugged **Worrell 1000**, an off-the-beach race for catamarans 20 feet and under that runs from Fort Lauderdale to Norfolk, Virginia. Smyth, who sailed a Nacra 6.0 this year, has now won the event four times. This year's Worrell was a demolition derby, with only 7 of 21 entries finishing the punishing race. . . **Robbie Haines** dominated the 83rd annual **Lipton Cup** for tiny Coronado YC, sailing the Schock 35 *Wild Thing* (ex-*Butter Cup*, ex-*Menace XVIII*) to a convincing victory in a 14-boat fleet (see *Box Scores*). "The Southern California clubs spend tons of money trying to win this regatta, and most of the top finish-



LATITUDE/ROB

Hali of Famer Leigh Brite was winning sailboat races before most of us were even born.

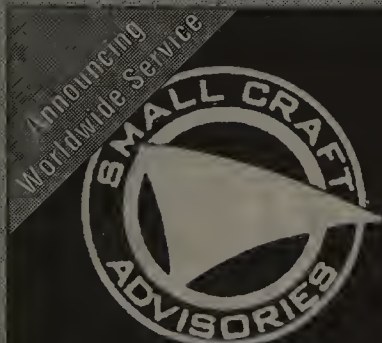
ers are pros," said chief judge Tom Allen. "It's a much bigger deal than the Lipton Cups up here."

Law and order: Britain's volatile **Chris Law**, the 'bad boy of match racing', came

on strong last month, winning two grade one events — the Slovenia Cup and the Lymington Cup — to jump into the number three spot on the Omega Match Racing Circuit behind Peter Gilmour and Russell Coutts. Law was particularly devastating in the Lymington Cup, which he won easily for the second year in a row over runners-up Bertrand Pacé (FRA) and Gavin Brady (NZL).

Budding rockstars: The Everett B. Morris Trophy for collegiate sailor of the year was awarded to **Bill Hardesty** (San Diego), who just graduated from the US Merchant Marine Academy at King's Point. Hardesty, a four-time All-American and an Olympic Laser campaigner, led his team to second in the nationals (see *Box Scores*), among a long list of other accomplishments. Other West Coast All-Americans were **Jon Baker** (Tufts '99, San Diego) and **Mark Ivey** (St. Mary's '99, Huntington Beach), while **Casey Hogan** (Dartmouth '99, Newport Beach) was named to the Women's All-American team. Honorable mentions went to Steve Kleha (Stanford '99, Newport Beach), Ty Reed (St. Mary's '00, San Diego), Bill Uniack (Boston University '98, Los Angeles), Danny Zimaldi '98 (Stanford '98, Newport

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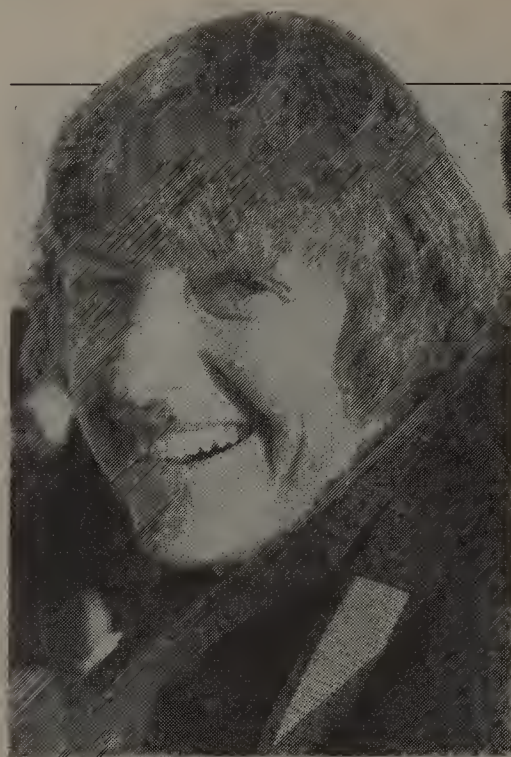
RONSTAN

THE RACING SHEET

Beach) and Andrea Cabito (USC '00, Long Beach).

Santa Cruz bowman **Brent Ruhne**, age 28, has been busy carving out a good reputation for himself on the pro sailing circuit. He was back home briefly after a "frustrating" Newport Regatta aboard the 1D-48 *America True*, and filled us in on his hectic summer schedule: Block Island Race Week on *Samba Pa Ti*, John Kilroy's new Farr 40; Pacific Cup on the SC 50 *Roller Coaster*; back to Newport for the Farr 40 NAs on *Samba*; straight to the Kenwood Cup (*Aoba Express*, a Japanese ILC 46); home for the Windjammer/NOOD weekend; then the Knickerbocker Cup in New York; and finally the Big Boat Series (*Samba*). "I'd like to spend more time at home with Erica (Mattson), my fiancée," claimed Brent, who supports himself as an independent rigger between sailing gigs. "But I'm not complaining — I love what I do for a living!"

Gathering of the gods: The **20th Annual International Masters Regatta**, which will be hosted by StFYC in J/105s on October 16-18, is shaping up to be a gala affair. Though the 20 skipper spots are no where close to firmed up yet, we



LATITUDE/ROB

Adios and thanks for everything: Glenda Carroll has left the YRA office after many years.

managed to sneak a peek at the guest list. It's a distinguished group, including — but not limited to — the likes of Paul Elvstrom, Lowell North, Dennis Conner, Sir James Hardy, Buddy Melges, Rod and

Bob Johnstone, Charlie Dole, Ted Turner, Pelle Petterson, King Harald of Norway, Tom Leweck, King Juan Carlos of Spain, and Sir Peter Blake. "We're pulling out all the stops," claimed Don Trask. "This could be the best Masters Regatta yet."

The more things change: San Rafael sailing journalist **Glenda Carroll** has retired from the San Francisco Bay YRA office after 5.5 years of above-and-beyond service, bequeathing her title to assistant Lynn Myers. Rumors that it was daily phone calls from *Latitude* that finally put Glenda over the edge appear unfounded as do rumors that she's running off to join the pro surfing tour. While Glenda has moved on to undisclosed, but hopefully greener, pastures, Lynn will carry on in what is now — through the miracle of the internet, email and other computer technology — a one-person office.

Vanity fair: Almost every active class now has its own website, but did you know that more and more individual racing boats have **their own sites**, too? Some of the better ones belong to *Raven*, *Major Damage*, *Bay Wolf*, *Twilight Zone* and *Wal-loping Swede*. Let us know if you've seen any other good ones.



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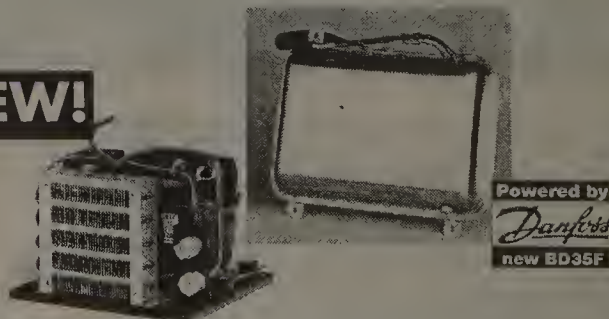
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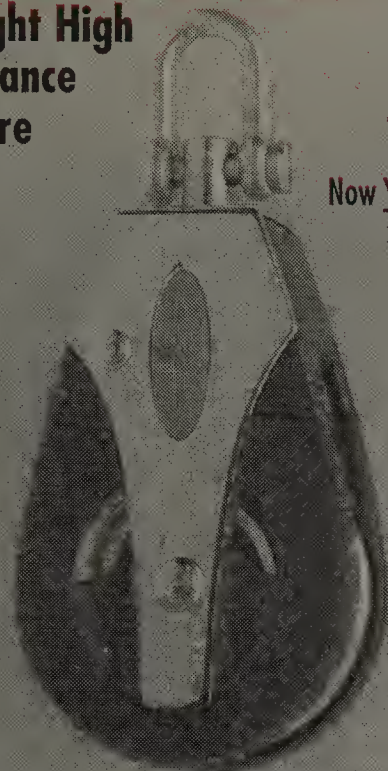
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With reports this month on some **Essential Items for Happy Travelers**, a **Family Vacation in the San Juans**, and miscellaneous **Charter Notes**.

Savvy Travelers Never Leave Home Without Them

One of the best pieces of advice we've heard regarding packing for yacht charters is to lay out everything you think you'll need, then leave half of it behind. These are, indeed, words to live by, but to our way of thinking there are a few articles you never want to be without — innocuous little items that can greatly enhance your comfort and minimize the hassles.

Let's start with the process of getting to your destination, which is often the most trying and stressful aspect of your stint away from home. If you could snap your fingers and magically arrive on the dock of some pristine tropical paradise without ever setting foot in an airport or plane, traveling to far-flung destinations would be even more attractive than it already is. But, lacking the ability to perform that hat trick, the best you can do is make yourself as comfortable as possible along the way. Hence, the first use of one of our favorite travel essentials: soft

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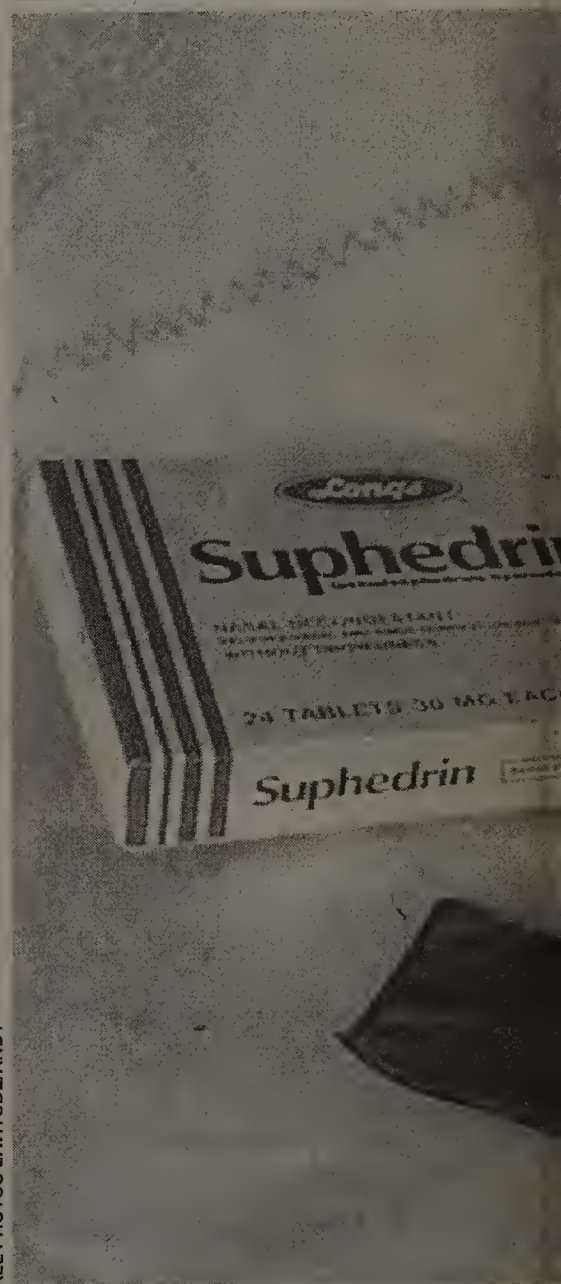
between your fingertips, jam them in your ears and — *voilà!* — all is blissfully quiet. No longer do you have to suffer through the shop talk of the over-caffeinated businessmen sitting behind you on the plane, the bickering of the long-suffering husband and wife across the aisle, or the distant wailing of some poor infant who can't clear his ears and desperately wants to be back home in his crib. Trust us, like the warming effect of rose-colored glasses, the world is a more likable place when you filter out the bullshit. (You can also use these little gems later to block out the street noise outside your hotel, to muffle the drone of air conditioning and to block out the snoring — or late-night carousing — of your shipmates.)

The idea is to ease your way into vacation mode by allowing yourself to relax as quickly as possible. Most folks take two or three days to become fully absorbed in the 'here and now' of a new destination, while slowly letting go of the mundane concerns of their workaday world. So anything you can do to accelerate the relaxation process is wise — short of getting drunk in the airport bar and missing your flight, that is.

The next item on our list, however, will be even harder to accept — a 'neck pillow'. There are few things you could attach to your body that would make you look like more of a nerd than an inflatable, U-shaped neck pillow. But since it gently cradles your head in an upright position, we guarantee you will sleep better — especially on long overseas flights — in one of today's laughably narrow airline seats than the guy next to you, who will attempt to use the point of his shoulder for a pillow and will spend the next three days wondering why one side of his neck feels as rigid as a shaft of 'rebar'. To complete your ensemble you might also want to bring along an eye mask.

The benefits of arriving relatively refreshed after napping on your flight should not be underestimated — especially since most of us push ourselves to near exhaustion in the process of preparing to leave town.

ALL PHOTOS LATITUDE/ANDY



If you're relaxed upon arrival, you'll also be better equipped to deal with any petty aggravations you may face, like losing your luggage, for example. More often than not, if your bags don't arrive when you do, they will show up eventually, but in the meantime you'll want to have a few essential items in your carry-on luggage. Obvious items to include would be a change of underwear, a toothbrush and other toiletries, all travel documents and your I.D. But don't get carried away. Despite the tendency of some travelers to cram as much gear as possible into their plane's overhead storage bins and beneath their seat, we say why bother if you've checked other luggage anyway? Getting to many of the world's prime char-

OF CHARTERING



and educational items like star charts are well worth bringing.

Even if you pack your cameras in your checked luggage — which we don't necessarily advise — film is one thing we'd advise you always to carry on. They say airport security X-rays don't fog film unless it's very high speed, but to be safe we always pack ours in a lead-lined 'Film Shield' bag. These can be bought at most camera stores or ordered through catalogs.

No one plans on getting ill or injured while on vacation, but it happens. Short of packing an entire medical arsenal, we always bring at least a few compact essentials like Pepto-Bismol tablets, aspirin or ibuprofen, 'bug juice', an antihistamine to minimize the itching of bug bites and a decongestant in case you have trouble clearing nasal passages while snorkeling. Remedies for cuts and scrapes can usually be found in the first aid kit supplied with most charter boats. Sun block, however, is never supplied, so bring plenty in several strengths, also a comfortable hat, as well as a lightweight, long-sleeve shirt and some lightweight, long pants in case you get really fried. Also, don't forget a wallet-sized sewing kit.

Music is an important pleasure-enhancing element you shouldn't overlook. Insist that your charter firm finds out whether your boat has a cassette deck or CD player. We're not saying you should

You run the risk of getting carried away when you start thinking about tools you might need, but it's wise to bring a few essentials.



bring every album you own, but having some of your favorite tunes along can be a real mood enhancer.

Every boat should be quipped with a

tering areas requires changing planes several times en route, so ask yourself if you really want to *schlepp* 50 lbs. of carry-on luggage up one ramp and down another. If you book your flights carefully, you can often check luggage all the way through to your end destination, despite several plane changes.

Here's a little tip that will greatly reduce your stress if you do have a baggage problem or a delayed arrival. Take 15 minutes before you leave town and write down or type up a complete list of all the contact numbers (and confirmation codes) you might need on your trip: the hotel, the charter outfit's local number, the airline, friends, businesses you intend to visit and the lady back home who's watch-

ing your cat. Reduce it down on a copy machine or print it out of your computer in tiny type, then slip the list in your wallet so you'll always have it with you. Having done this, you may find you can eliminate a few pounds of literature, which brings us to our next topic.

Just as bringing the right stuff is important, it's also vital that you not bring too much stuff. If you've been accumulating travel books and articles on your destination, consider just Xeroxing or clipping the most important pages. The weight of books and other paper goods really adds up and most folks get so caught up in the active aspects of yacht vacationing that they only read a fraction of what they bring anyway.

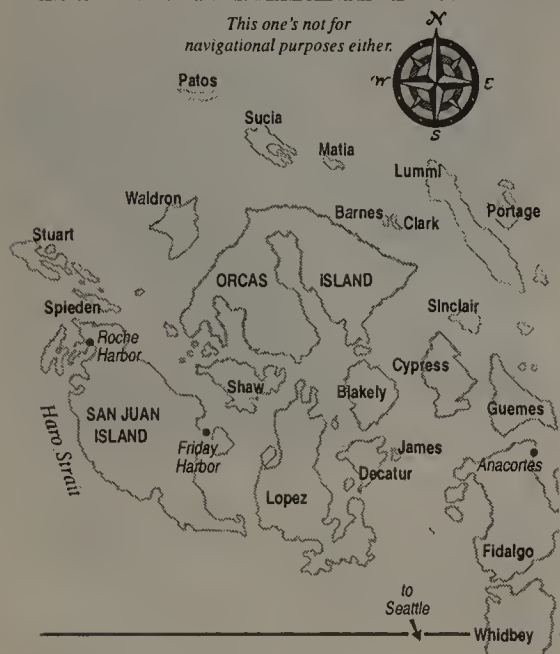
That being said, a pocket dictionary is, of course, advisable in foreign countries,

tool kit, but you may want to bring a couple items of your own, like a small, but dependable, flashlight (such as a Maglite), a good rigging knife and one of those lightweight, multifunctional fold-up tools that has pliers, wire cutters, screw drivers and a can opener, yet fits in your hip pocket (marketed under names such as 'Leatherman'). Various lengths of light cordage will always come in handy for lashing down gear and 'tweaking' your running rigging. Bring clothes pins to keep your wet swimwear from flying off the lifelines. And if the unraveled ends of sheets and docklines bug you, don't forget a small spool of marlin twine to whip them with.

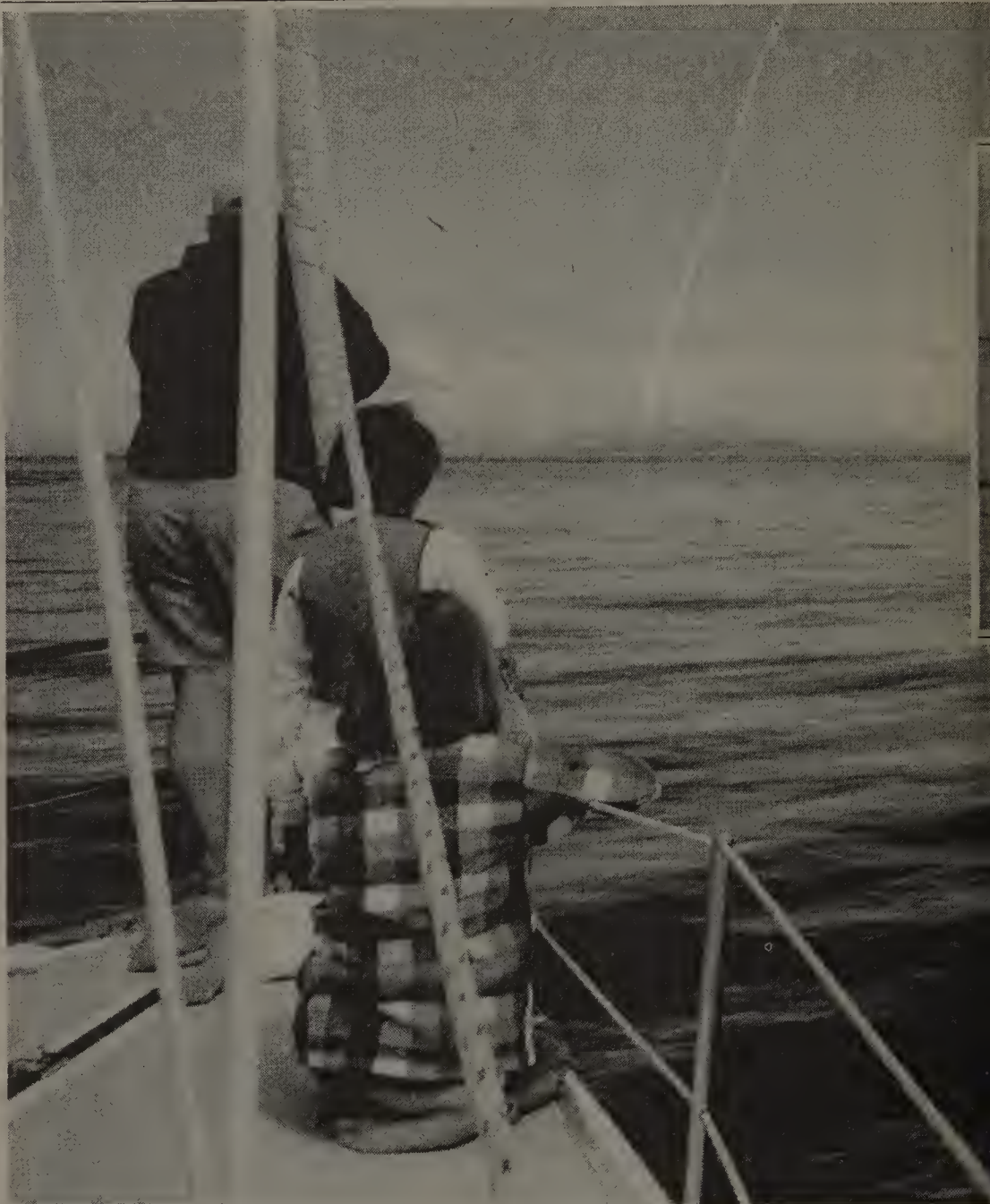
'Lightweight' and 'compact' should always be your watchwords when packing. Unless you're chartering a top-of-the-line luxury yacht with uniformed crew, you'll be amazed how few clothes you can get by with. In the tropics, where most chartering takes place, you'll end up wearing your swimsuit half the time anyway, often augmented with a sarong by women and a T-shirt by men.

The trick in all this is to bring just enough of the things which will make you feel comfortable and at home during your short stay aboard your floating vacation home, without carting along half the contents of your closet and garage in the process. With that thought in mind, we are reminded of the poor old guy who anxiously planned his Caribbean vacation for

The breeze is often mild in the San Juans, but some people like it that way. Instead of cowering in the cockpit, kids can play on the bow.



TAD SHELTON



months, but could hardly enjoy it in the end after throwing out his back at the airport curb while trying to lift his heavily laden bags out of the trunk. Less is more. Light is right.

— latitude/aet

A First-Timer's Trip to the San Juans

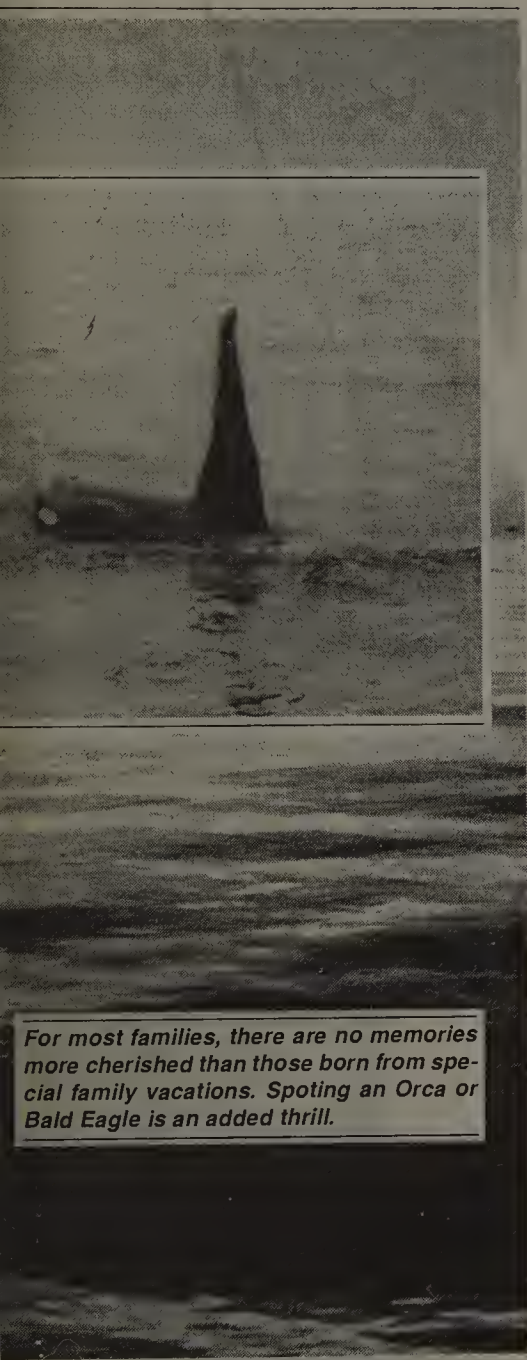
During the winter of '97 my wife and I were scratching our heads about what to do for our vacation this summer when we stumbled across *Latitude's* article on chartering sailboats in the San Juan Islands of Washington, which really tickled our fancy.

We share a Pearson 30 here on San Francisco Bay with some good friends, but we didn't want to spend a week on it with our two pre-teenage daughters or our children might have sued us for divorce. So

we did some investigation via the Web and found a Catalina 36 at Penmar Marine in Anacortes, Washington. We reserved *One Fell Swoop* for the last week of August and bought the usual tour books and charts to start our research. Time rolled by, and before we knew it, it was time to go. We flew into SeaTac and took a bus up to Anacortes.

The boat was clean, and the checkout skipper made sure everything was okay with the boat: he went over the throughhulls, engine and other systems, then we were on our way!

Our first night was spent anchored in Parks Bay on Shaw Island after our failed attempt to get to Friday Harbor. Parks Bay is a beautiful bay in a nature reserve administered by the University of Washington. The only fishing allowed was crabbing with a crab ring. We'd planned on chicken for dinner, but used it for bait



For most families, there are no memories more cherished than those born from special family vacations. Spotting an Orca or Bald Eagle is an added thrill.

thrill, especially for our children.

Next, we returned to the northern end of the San Juans at Sucia Island and picked up a mooring buoy. Nice hikes to be had in the original and (I believe) the largest marine park in Washington.

Night Six was spent at James Island so we could be appropriately positioned to get back to Anacortes on time to check in. On the way there — working through some *really* dense fog with a handheld Garmin GPS that worked great — we stopped at Cypress Island and climbed up to 700-foot Eagle Bluff. The view from the top is fantastic and the hike helped us get our landlegs back before returning to civilization.

As we sailed on to James Island, we realized we still hadn't seen any bald eagles, which should have been working their way back down from Alaska about that time. However, upon rounding the last point before reaching our anchorage we saw two adults and one juvenile eagle — absolutely awesome.

Our last night was spent rocking to ferry wakes and listening to foghorns. Upon waking, we had zero visibility to get back to Anacortes, but the handheld Garmin came through and put us back at Anacortes before noon. The checkout went smoothly, albeit a little longer than hoped for.

Of course, anyone who has any boating experience knows that when you have a boat, you have problems and we, too,

Lying on the north coast of Fidalgo Island, a short drive from Seattle, Anacortes is a major gateway to the Gulf and San Juan Islands.

had our share of minor setbacks.

Overall, though, we had a great time on a fun boat, and the kids loved it! And it's due in part to a little article we read last winter in *Latitude 38*. So thanks, and keep up the great work!

— *tad sheldon*
great expectations

Charter Notes

The National Oceans Conference brought **Bill Clinton** and **Al Gore** to the Monterey Bay last month, where they posed for 'photo ops' while tiptoeing through the tide pools.

Fun? Sure, compared to their regular routine in Washington. But they missed the real fun. After the Pres, the V.P. and the photogs had gone on to other missions, members of the White House staff and a host of other bureaucrats went for a complimentary sail on the Bay aboard the custom Santa Cruz 70 charter yacht **Chardonnay II**, while sipping wine from the Santa Cruz Mountains. Now that's what we call an appropriate way to enjoy the Monterey Bay Marine Sanctuary. Call (408) 423-1213 to set up your own windy wine tasting.

Elsewhere within the Greater Bay Area charter scene, the long-awaited exit of *El Niño* has resulted in bustling schedules for many **crewed charter vessels** and **bareboat rental firms**. So if you're thinking about chartering locally for a special weekend event, don't expect to find availability at the last minute — now that the sun's come out everybody seems to be hungry for recreation.

TAD SHELTON



instead and brought up two Dungeness.

The next day we sailed to Patos Island, the northernmost island in the San Juans, about a mile long, with a tiny cove that only had two mooring buoys and not much room to anchor. The island has a nice 1.5-mile loop hike around part of its periphery, and a short trail to the lighthouse located at the end of the island. A beautiful, secluded spot to spend a night. We caught more crab and some rock cod for dinner!

From Patos, we sailed to Roche Harbor where we spent two nights — which we thoroughly enjoyed. The kids swam at the resort's pool and we enjoyed meeting all the friendly folks in the area. During our stay there, we took a side trip to Haro Strait off the west side of San Juan Island and looked for orcas. Imagine our surprise and pleasure when they tried to scratch their backs on our keel! What a

WORLD OF CHARTERING

With the hectic lifestyles most of us lead, summer is not only the prime time for family vacationing, but also for sitting down together and planning getaways during the coming school year. If you have any thoughts about chartering over the **Christmas holidays**, right now — six months in advance — is the time to make reservations. Especially in the Caribbean, where our winter is peak season, the most desirable crewed charter boats tend to book up at least six months ahead, as do the most popular types of bareboats, i.e. catamarans. Bear in mind also that flights over the Thanksgiving and Christmas holidays are very hard to get — not to mention, expensive — at the last minute.

If **Antigua** is on your list of potential charter destinations, take note that **Sunsail** will be opening a new land resort at Hodges Bay on the north end of the island in November. While there are al-



Sunsail's new resort on the north coast of Antigua aims to capitalize on the 'surf and turf' vacation concept they've employed in the Med.

ready plenty of hotels on Antigua, this one will be focused on water sports, offering guests unlimited use of an impressive ar-

ray of sailing dinghies, catamarans and sailboards at no additional cost. "We will have enough equipment for every guest over the age of seven to be on the water at any one time, guaranteed," promises Sunsail's Managing Director, Chris Gordon.

Integral in the resort's concept is the ability for guests to experience the best of land and sea, by staying ashore for one week and exploring Antigua and other nearby islands aboard a bareboat. Stressed-out parents should take note also, that the resort will offer free nannies for younger children and sailing instructors for older ones.

Marketed as a **Sunsail Beach Club**, this new resort follows a concept long-established in the Aegean and Med. Headquartered in England, Sunsail expects its Antigua facility to draw from both Europe and North America. Call (800) 734-7716 for more info.

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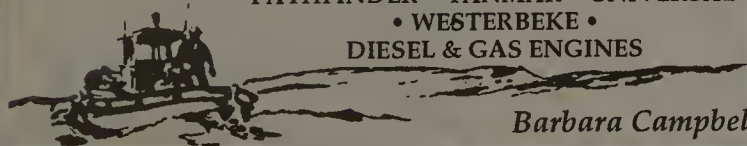
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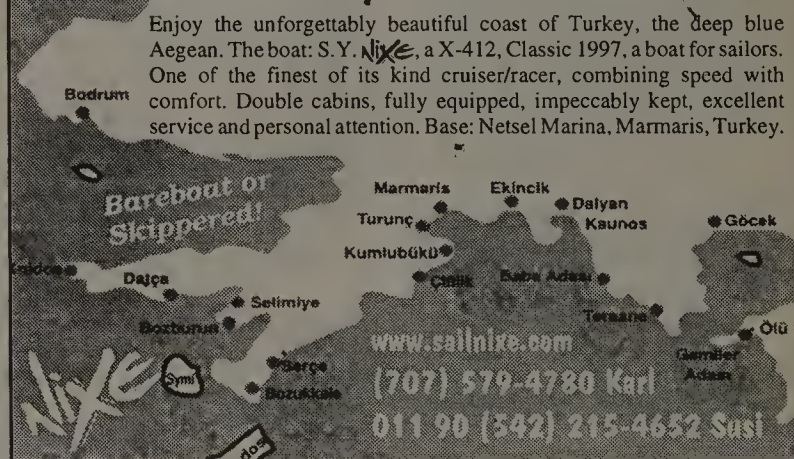
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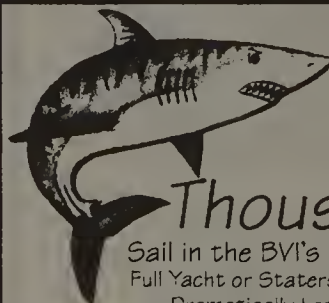
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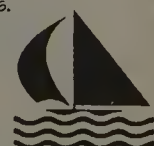
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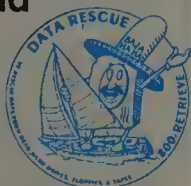
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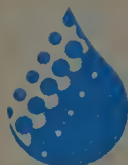


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*The first entry for the
1998 Baja Ha-Ha is:
JAY & JANET HAWKINS
of Sausalito with their
Pearson 424 Celilideh.*

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S.F. Bay Ha- Ha Seminars from
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July 16: #2 - Preparing Your Boat

Aug. 20: #3 - Preparing Yourself both
at 7 pm at UK Sailmakers

Sep 10: Final deadline for all entries

Oct 6: *Latitude 38* Mexico Only
Crew List and Baja Ha-Ha Party,
Encinal YC, Alameda

Oct 18: 'Ha-Ha Welcome to San
Diego Party' hosted by Chris
Frost of Downwind Marine

Oct 25: Skipper's meeting (1 pm)
and Ha-Ha Halloween Costume
Party and BBQ (3 pm) at
Cabrillo Isle Marina, hosted by
West Marine

Oct 27: Start of Leg One, 10:00 a.m.
at Coronado Roads

Oct 31: Turtle Bay Beach Potluck
Party

Nov 1: Start of Leg Two to Bahia
Santa Maria

Nov 4: Start of Leg Three to Cabo
San Lucas

Nov 6: Cabo Beach Party

Nov 7: Awards presentations and
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CHANGES

With reports this month from **Polaris** on surviving the return of Cyclone Alan; from **Tandalao** on a novice's small boat voyage to Hawaii; from **Dreamer** on getting boatwork done on the Queensland Coast; from **Teacher's Pet** on lessons learned after six months of cruising; from **Thursday's Child** on numerous delays trying to get through the Canal; from **Panacea** on getting boatwork done in Fiji; from **Sybarite** on cruising from the East Coast to San Diego; and **Cruise Notes**.

Polaris — Islander 53

Don McGreevy

Cyclone Alan

(Mill Valley)

I've spent years reading various accounts — many in *Latitude* — of being caught in hurricanes or cyclones. I assumed that I'd never experience a hurricane first-hand because they obviously happened to others who were unfortunate enough to be sailing somewhere during hurricane season. My assumption recently proved to be very wrong.

During the third week of April, I found myself sailing from Papeete to Bora Bora with John Connelly, director of Modern Sailing Academy in Sausalito. I was part of a crew of students/adventure sailors aboard the Academy's custom Islander 53 **Polaris**. While French Polynesia historically hasn't been hit by many cyclones, and while it was late in the cyclone season, we nonetheless had been monitoring the barometer and weather reports

When cyclone 'Alan' returned for an unexpected second hit, hundreds of homes were destroyed in Raiatea, Tahaa, Bora Bora and Huahine.



LATITUDE/JOHN ARNDT

from Hawaii on WWV.

On April 23, we were advised of a low pressure system building to the northwest of us. So when we entered Bora Bora's lagoon that evening, we decided to anchor in front of the Bora Bora YC — but not too close. We found a spot well away from other boats in — you don't have much choice in French Polynesia — 90 feet of water. We set two CQRs — a 65-pounder and a 75-pounder — about 75 feet apart. They were secured to the mud bottom with about 250 feet of chain each.

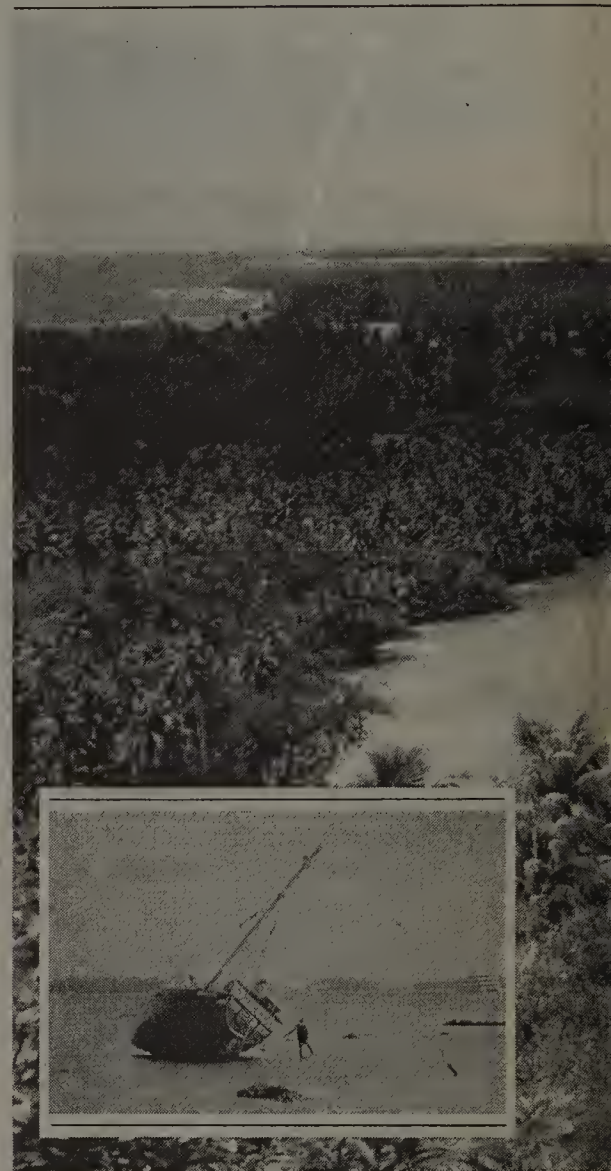
The following day we learned that the depression had built to winds in excess of 64 knots and therefore had become Cyclone Alan. This wasn't supposed to happen to me. By late on Friday the 24th, we experienced winds that registered more than 60 knots on our anemometer. Everything went well, however, and we thought to ourselves, "Sixty knots plus? Big deal."

We were able to get weather updates from Meteo France because the Bora Bora YC broadcast them over the VHF. Al, our French-speaking crewmember, did the translating. By Saturday morning, we'd come to the conclusion — by listening to WWV and talking to local people — that the cyclone had moved to the southeast of us and was dissipating.

By that time our major concern wasn't the wind, but the huge swells from the southwest that came through Teavanui Pass and into the anchorage. We were looking pretty good, however, except for the two charter Beneteaus that had anchored too close to us. We asked one of them to move and he was nice enough to comply.

The people at the Bora Bora YC not only run one of the best restaurants on the islands, but they're also extremely helpful and friendly. Having replaced a suspect alternator, it was now early evening and our crew was thinking about taking the dink to the yacht club for another fine meal.

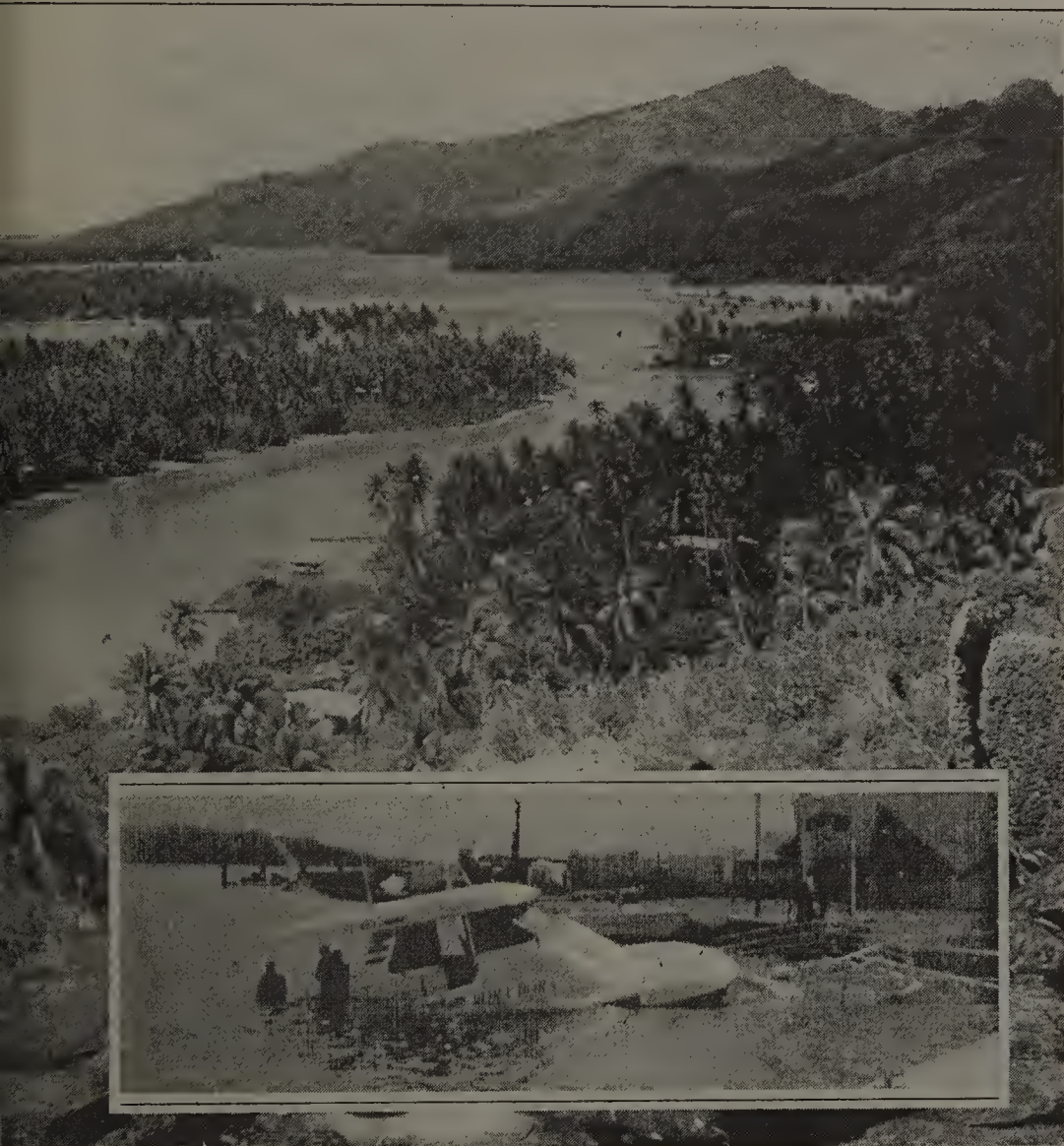
"John, you'd better look at this!" one of the crew said, interrupting our thoughts of food. The captain came on



deck to see the dinghy, tied behind the boat, completely out of the water doing a 'vertical dance'. After quite a struggle in the increasingly strong wind, we managed to lash the dinghy firmly to the foredeck. Then all hell broke loose.

Our 53-foot boat was hit by such a powerful gust of wind that it put her rail under — despite the well-furled sails. Everything — tools, books, charts, food, plates and glasses — flew onto the cabin sole. When a bottle of olive oil hit the sole, the lid came off. Soon the sole was a slippery mess. And outside, the wind continued to howl even stronger. In just 20 minutes we'd gone from light breezes to 'Oh my God!' strength winds.

We'd been taken totally by surprise. After the 'all clear' signal earlier in the day, nobody had bothered to check the weather reports. We should have known better, as Alan had apparently strengthened and doubled back in our direction. In any event, we spent the next three hours trying to keep the bow of our boat pointed into the wind so as to decrease the strain on the anchors. We motored on the hook



SPREAD: 'FIRST LIGHT'. INSETS: DON MCCREEDY

Spread: Huahine, normally a wonderfully beautiful island. **Insets:** A number of boats went up on the beach, and the airport ferry sunk.

just to maintain our position.

The winds were much stronger than any of us on *Polaris* had experienced before. The only way the helmsman could see the bow was by wearing a dive mask. Those of us on deck had to stay behind the robust dodger — which fortunately held together — because the raindrops hit with the force of little stones.

I have to admit, for the first half hour I wasn't certain we were going to make it. It seemed possible that we might drag our anchors and be blown onto the surrounding reefs or even out to sea. So we prepared a third anchor, a Danforth with the rope rode and plastic tubing at the chafing points. We set the anchor and rode out on deck ready for immediate use.

After the initial shock of being caught in a real cyclone began to wear off, we began to take stock of our situation and make contingency plans. If our anchors failed, for example, we would consider cutting the two chain anchor rode with

5-inch bolt-cutters and heading out the pass under engine power. Then we would raise enough sail for stability.

When we first anchored, we'd taken anchor bearings on the navigation lights on each side of *Polaris*. While it was no longer possible to take them precisely, quick 'eyeballing' indicated that we weren't dragging.

We also had a Lowrance chart plotter GPS with a fairly detailed chart of Bora Bora. We left it on to indicate our path while at anchor. The chart plotter was capable of zooming in close — and was surprisingly accurate!

With our anchors seeming to hold, our main concern became avoiding being hit by other boats in the anchorage. One of the Beneteaus that had moved at our request was, after the wind clocked to the south, very close. If their anchor dragged, they would have hit us. Had they not moved, they would have swung into our side.

There was a surreal quality to the experience, as through the rain and lightning we could occasionally see the headlights of cars driving along the shore road just a couple of hundred yards away. As

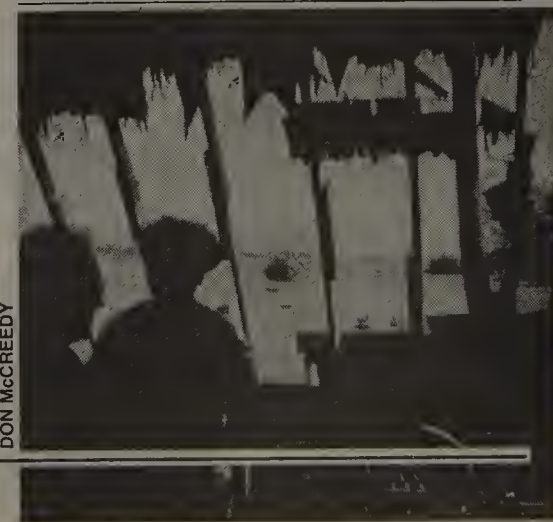
we hung on to *Polaris* for dear life on the dark but starry night, we wondered if the people in cars were on some mercy mission — or just going over to a friend's house for a beer and companionship. As far as we knew, this cyclone wasn't even as strong as the one last November, the one whose huge swell had wrecked the yacht club's dock and destroyed parts of several resorts.

Just after 2300 — having had three hours of very strong wind — everything began to settle down again. As it turned out, Alan left as quickly as he'd arrived. We waited for more than an hour to see if the cyclone would rebuild, thinking that maybe we were just in the eye of the storm. Fortunately, it was all over. We were curious about damage to other boats or on land, but it was too dark to see to shore or beyond the boats right next to us. So we got some much-needed rest having no idea about the damage reborn Alan had inflicted on Bora Bora and other boats in the harbor.

The next morning we dinghied ashore to learn that the yacht club had sustained only minor damage to its roof — but that four of 17 boats in the anchorage had broken away from their moorings. Two of the sailboats had hit a *motu* and gone ashore on a sandy beach. The crew of one of those boats had been so comforted by the weather reports that they'd turned in early without setting an anchor watch. They awoke to find themselves being blown ashore by hurricane force winds! Luckily no one was hurt and the damage to the boat was moderate and repairable.

The third boat left its mooring and went ashore close to the yacht club. When we returned just over a week later, she'd been pulled off the coral and was back in the anchorage. The fourth boat was a Raiatea-

The folks who run the Bora Bora YC — really a restaurant — are terrific. The 'club' was battered by the return of 'Alan', but survived.



DON MCCREEDY

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based charter yacht with just the delivery skipper and his family aboard. When she lost her mooring, the skipper quickly motored her around a nearby point and into a protected bay.

While ashore, we also learned that winds of more than 200 kilometers had been reported. So, it's safe to assume that those of us aboard *Polaris* had been in winds in excess of 100 knots. Sadly, parts of Raiatea, Huahine, Tahaa, Maupiti and Bora Bora were severely damaged, and over 20 people lost their lives. Hearing of the deaths and destruction greatly tempered the exuberance we felt at having weathered such a blow.

It was disheartening to see all the damage done to structures and boats. The ferry that shuttled passengers to the airport at Bora Bora, for example, sank at the dock. Later we sailed to Huahine, where we saw a school that lost its entire roof and church steeples blown to the ground. Scores of homes had literally been blown away, and the corrugated steel roof panels covered adjacent hillsides. In addition, many trees were blown down and stripped of foliage. A number of boats on the hard at Raiatea were blown over like so many dominoes.

I would humbly like to make some observations that might prevent other sailors from being caught in the same situation. First of all, sail in the correct season. South Pacific cyclones are most prevalent between late December and late March — but they have occurred as early as November and as late as May. Although cyclones are not thought to be common as far east as Papeete (149°W), it's true that Bora Bora (151° 30'W) — even further east — did experience one last November.

Secondly, prepare your boat for heavy weather before leaving. I now realized that we'd actually been preparing *Polaris* in Sausalito the previous summer when we fitted her out. There's nothing like having a knowledgeable and experienced skipper aboard a well-prepared boat when the wind really comes up.

Two things you shouldn't completely trust are weather reports and moorings. Real time weather is whatever is happening where you are. So keep a close eye on your barometer, observe what's happening around you, and use your own weather sense. As for moorings, how can you know what the rusty bits of chain are connected to at the bottom? And who knows how strong the chains are? If you have to use rope rode or rope lines to moorings, protect them from chafe. Most



of us know this stuff already, but don't really take it to heart until we're caught in a very nasty storm.

I would like to close by thanking Capt. John and the crew of John, Al, Joe, Mike and Alex for weathering the storm so well. And a tip of the hat to Guy, Jerry, Moeana and Jean Michael at Bora Bora YC for being so hospitable.

— don 5/5/98

**Tandalao — Albin Vega 27
Sterling & Pablo Hopman
San Francisco to Hawaii
(Loch Lomond, San Rafael)**

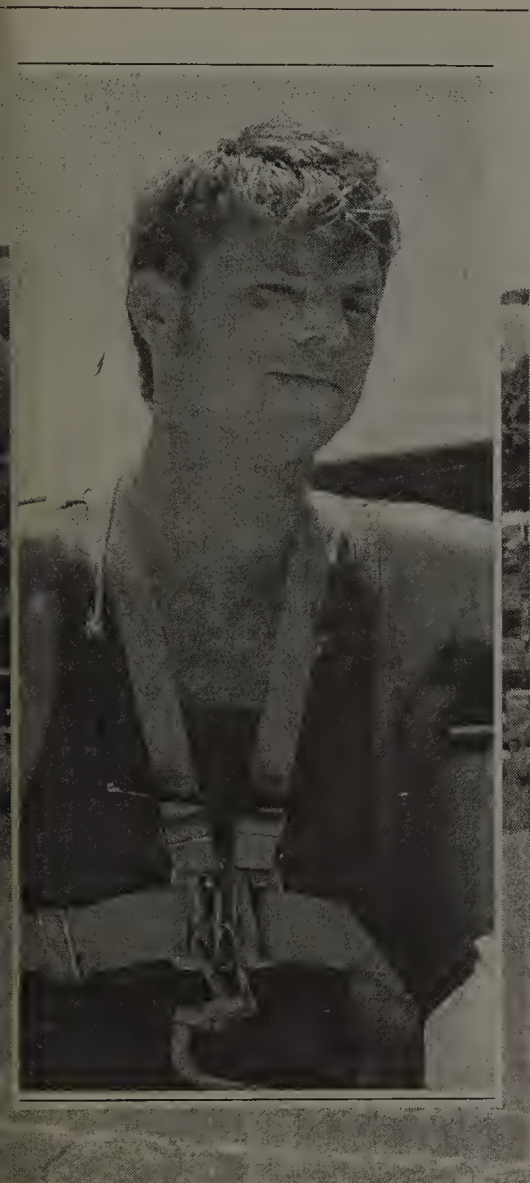
My brother Pablo and I had been at sea for a little more than 17 days in my small boat prior to making landfall. I'll leave it to those who've made similar passages to imagine how we felt — and above all, how we smelled! Overall, our adventure had gone smoothly in the sense that we didn't sink the boat. Other than that, it had been pretty harsh — particularly the weather during the first six days. But I suppose it's the challenge of life at sea that makes ocean sailing such an excit-

Spread; 'Tandalao' leaves Loch Lomond Marina for Hawaii. Inset above; Pablo's got a fish by the tail. Inset right; It was all Sterling's idea.

ing alternative to routine life ashore. At sea you have no choice but to accept the conditions Nature gives you. And if something breaks, you must accept it with a salty grin.

I began the Hawaii adventure blind to the obstacles my brother and I would face and the difficulties we'd have to endure. In a way, I was fortunate not to have had any specific expectations about how the trip would go — because they would have been terribly wrong. For prior to our trip, my concept of sailing was limited to leisurely sails to Angel Island with 20 knots of wind and flat water. It's not always like that, I quickly learned, on the ocean.

Our trip was rough from the beginning, as we weren't blessed with a grace period between the calm of the Bay and the tempest that was out in the ocean. Instead of being gently nudged out the Gate, it was as though we were hurled like a skipping stone into the stormy ocean. Almost immediately, northerly winds of 30 knots forced us to sail over the seemingly jagged swells at about seven knots. We barely



PHOTOS COURTESY 'TANDALAO'

I didn't have a backup autopilot or wind-vane. This meant that we'd have to steer the boat by hand continuously for the next 2,140 miles. If we were to be at sea for 20 days, each of us would have to be at the helm for 10 of those days. Taking one's turn at the helm quickly became the most dreaded chore on the boat. It was worse than doing the dishes; worse than killing and gutting the fish; and even worse than cooking. And cooking was quite a task. The stove we cooked on swung in a 40° arc, and therefore sent food flying about the cabin. Trying to cook created a mess that even farm animals would have shunned.

Our second day at sea was even more unpleasant than the first. It blew 35 knots and gusted to 40 — so hard that it blew the masthead fly right off the mast! The swells were 15 feet tall and had breaking crests. We did everything we could to steer our boat — which seemed so minute — bow to those awesome swells. Had any of those swells hit the boat the wrong way, I'm sure *Tandalao* would have been knocked down like a bowling pin and dismantled.

The thought of what might happen to our boat and us was extremely unnerving, so we did everything we could to stay alert during our watches. But staying awake — let alone being alert — became more difficult by the day because we were terribly fatigued and not getting much sleep. Our four hour watches seemed to last for four days! I spent almost all my time on watch trying to keep myself awake by drinking coffee, listening to my Walkman or even singing to myself. What little other time there was I used to dream about taking off my freezing foul weather gear and lying down.

Nonetheless, the thought of turning back never once crossed our minds. For we were young — Pablo, 24, and me, 22 — and we were determined to sail to Hawaii. No force of Nature was going to stop us.

For me, the trip was like an initiation into manhood, for it was the first time in my life that I had to endure such discomfort for so long. It was also the greatest challenge I'd ever dished out for myself — because failure could have easily meant death. It must have been symbolic or something, because for the first time in my life I let my beard — although most people would call it peach fuzz — grow out.

After about six days of very rough

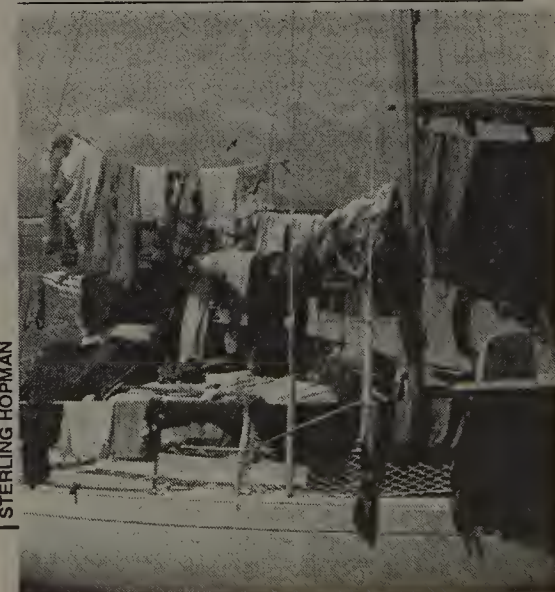
weather — and almost total lack of sleep — it seemed dangerous to continue in the same manner. So we struck the sails, battened down the hatches, and both slept like babies for seven hours. We were so tired that we didn't even notice the banging or tossing of the boat.

The next day — what a blessing! — was calm and beautiful. We were able to shake two reefs out of the main and replace the storm jib with the 100% genoa for the first time! Our mood quickly improved as much as the weather. We dried our wet clothing in the cockpit, and for the first time got a chance to appreciate being in the middle of such a grand ocean on such a small boat. To make the day even more magical, we were befriended by two dolphins who joyfully encircled the boat at full speed as if to put on a show. Or maybe they thought the boat was a slow and clumsy animal that needed swimming lessons.

From that sixth day on, the sea began to show us a calmer side. The wind dropped to 15 knots — and on some days even to complete calm. The seas stayed fairly flat as well. With the calmer weather and nothing exceptional happening, the days seemed to blend together without beginning or end. Both Pablo and I slept much better and our tricks at the helm became less monotonous.

By halfway through the trip, steering the boat had become second nature. I could keep the boat on course with only an occasional glance at the compass, so most of my time at the helm was spent either writing or admiring the scenery. Sometimes I would get carried away with whatever I was doing and temporarily drift off course. I would catch myself a moment later and correct myself — unless my

After being at sea for more than 17 days in the 27-foot Vega, both 'Tandalao' and the boys smelled pretty ripe.



STERLING HOPMAN

had a chance to look back and say our farewells to the Golden Gate.

By the afternoon the swells grew to a towering 10 feet, and the wind blew even harder. These conditions would have been enough to horrify any novice San Francisco sailors — and it just got worse. We used the Autohelm autopilot all that day while we alternately took turns trying to get some rest. Unfortunately, the excitement, the fear, and the sea sickness prevented us from catching even a wink of sleep. It would take us awhile to become accustomed to sleeping with the sound of waves crashing on deck or pounding against the hull. We're not sure that experienced sailors would have fared much better.

Conditions moderated slightly that night, but our foul weather gear had already been soaked through. The discomfort we felt was unimaginable! Around midnight we had a misfortune that would have us cursing for the remainder of the trip — the autopilot stopped working. It had been fine for a year, but as soon as we got 60 miles out it decided not to work anymore.

Since ours was a very low-budget trip,

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brother was in the cockpit and caught me first. When that happened, he'd get furious! He hadn't taken to the adventure as well as I, and he viewed every second off course as an extra second more he'd have to spend enduring the torture.

I sure wasn't looking at things that way. During the stormy weather, I also wanted to hurry to Hawaii as fast as possible. But during calmer weather, I really enjoyed being on the water. I have to admit that I was expecting to be able to play my guitar, read, and otherwise relax a little bit more, but the long turns at the helm put a damper on that.

During the calmer days, however, I couldn't help but be enchanted by the overwhelming beauty and uniqueness of the ocean. It's so vast and timeless that I lost all sense of linear thought, and couldn't help but appreciate the things that might normally have seemed too ordinary or simple to reflect on. The light from the moon dancing on the rolling swells, for example. Or the immaculate sunsets, with pastel colored rays of sunlight reflecting off of the clouds to make them appear to be suspended balls of fire. On another occasion, I spent about an hour watching the swells crash into our bow wave, slōsh up on the side of the boat, then crash back down on the water below. It was fascinating.

I also had a few interesting experiences where it seemed to me that the ocean was out of level. It looked like the horizon behind us was higher than the horizon in front of the bow — or as though we were sailing downhill! I didn't believe my eyes, but no matter how hard I tried, I couldn't convince them to perceive things correctly. On another day, it appeared as though we were in the middle of a bowl, with all the horizon above us! This made me think I was getting delirious. But following the trip, I discovered that several other sailors have written about the exact same thing.

Many world voyagers regard Hanalei Bay as one of the most idyllic anchorages in the world. The SSS TransPac will finish there this month.



LATITUDE/JR

We were at sea for 17 1/2 days — but it felt like an eternity. When I got up for my early morning shift on the last day, I could see the lights of the islands in the distance. You have no idea what an incredible feeling it gave me! It was a combination of ecstasy and triumph. As far as I was concerned, I'd proven to myself that I could achieve anything I put my mind to.

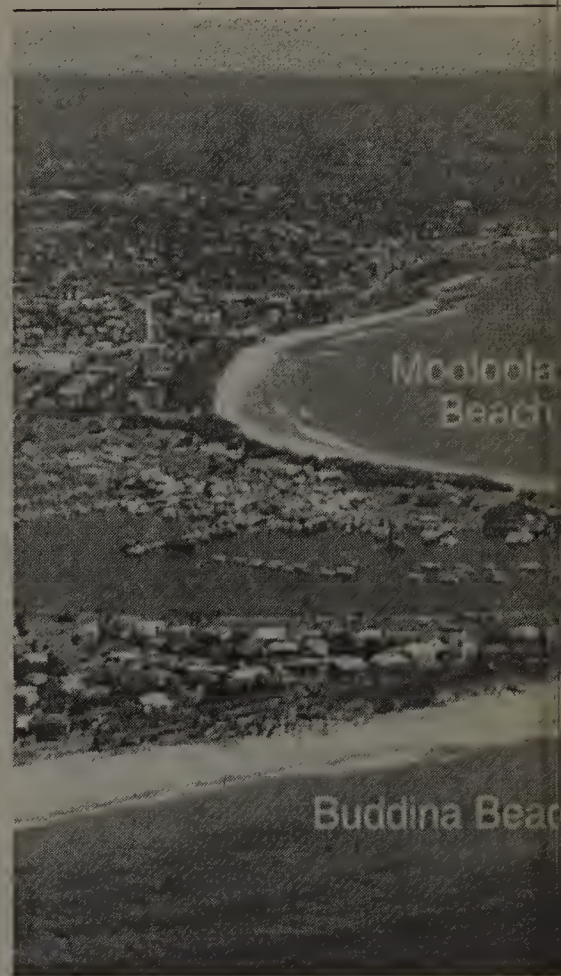
Making landfall made me remember the days when I would sit on my boat in California and read other people's accounts of ocean crossings — and wishing it had been me. Landfall also made me remember that day in April when I returned to California from a vacation in Kauai — and called my brother to tell him that I would be sailing my boat to Hawaii in just 2 1/2 months. This, even though I didn't have any money and my boat wasn't ready for such a cruise. I remembered painting my neighbor's boat in order to make the money that I needed to buy equipment for the trip — and working on my own boat in what little spare time I had. I also remembered the trips to the Seconds Can Factory in Sacramento in order to stock the boat with food. We knew the food wouldn't taste very good, but the important thing was that it was cheap.

Sailing a 27-foot boat from California to Hawaii in only 17 days was also — at least in my mind — a great achievement. Some sleek TransPac boats with fancy equipment have taken longer, and my little boat is about the furthest thing from a racing boat possible.

It's now a beautiful day in August and I'm sitting on my boat anchored in Hanalei Bay, which is known as one of the most beautiful anchorages in the world. As I sit here, I'm writing the story of my own ocean crossing — hoping everyone enjoys it as much as I enjoyed the stories written by the sailors before me.

P.S. The above cruise actually took place back in 1993, but with so many sailors about to cast off for Hawaii, I thought the timing was appropriate — and the subject matter timeless.

P.P.S. After I got to Hawaii, I lived there for five years. Recently I moved to San Diego and purchased XT-SEA, a Ranger 33. Starting on February 1, I'll be taking off on a 10-month sailing adventure which, like the last one, will end up in Hawaii. I plan on spending four months in the Sea of Cortez and mainland Mexico, hurricane season in Costa Rica and maybe even further south. In November I'll make the 4,500-mile crossing to Hawaii. Having learned my lesson the last



time, I won't be going without a windvane and will in general be better equipped.

— sterling 9/15/93

**Dreamer — Passport 40
Deb & Rog Donaldson
Mooloolaba, Queensland, Australia
(Breckenridge, CO)**

For the past 15 months, we've been headquartered at Lawrie's Marina near Mooloolaba, Australia — which is approximately 60 miles north of Brisbane. It is a beautiful area — as you can see from the accompanying postcard — and the people here have all been great.

The primary reason we've been here so long is that *Dreamer* had an osmosis problem. Ray and Steve, who own The Boatmen repair facility at Lawrie's, have corrected this problem — and have successfully tackled several other jobs for us as well. Al, who runs the stainless steel shop, is a slow but excellent craftsman. So is Beaver, his assistant. The yard is run by Charlie, whose medium-sized Travel Lift was big enough so that we didn't have to drop the backstay.

On the negative side, we were very unhappy with the work Coastal Boating — next to Lawrie's — was supposed to have done. Their work has been of poor quality, incomplete and expensive — and has been the source of countless headaches.



Mooloolaba, on Australia's Queensland Coast, has terrific access to beautiful beaches. It's a popular long-term stop for foreign cruisers.

Unfortunately, we've also just learned of a security problem in Lawrie's yard. Bill and Maggie Choice of the Houston-based Wauquiez 47 *First Choice* left their boat on the hard while they returned to the States and then toured some other countries by air. When they returned after four months, they discovered their yacht had been broken into and robbed of approximately \$6,000 worth of equipment. The thieves were neat and didn't appear to be in a hurry as they left several beer cans on the table.

The suspicion is that the robbery was an inside job, as the boat's combination was only given to Charlie with the agreement that he would personally unlock it for work on the boat. Keith Lawry, who owns the yard, has offered no compensation, so Bill and Maggie are resorting to legal means to recover their losses. It's all very unfortunate.

On November 26 of last year, I left Rog on the boat and flew to Melbourne with Diana Martin-Appelhof, my best Australian friend, for a week of sight-seeing. We were joined by Diana's boyfriend, a Melbourne native who gave us the complete tour. When you throw in all the suburban areas, Melbourne rivals Los Angeles in size. While I didn't experience it per-

sonally, I was told by several locals that it's not uncommon for Melbourne to experience all four seasons in a single day! So layering is the only way to dress.

Rog and I later spent six weeks cruising south of Mooloolaba, taking *Dreamer* up the Brisbane River and docking her at Dockside Marina. We then bought one-week passes for the ferries, which allowed us to travel just about anywhere we wanted to go. Brisbane is such a beautiful and user-friendly little city that I could easily live there. It has a nice blend of new and old buildings, small green parks, and an area across the river called the South Bank that is dedicated to recreation.

Our main reason for travelling to Brisbane at this time of the year was to enjoy all of the Christmas lights, the music, and the nativity scene with live animals and real people. They even had fireworks.

Last fall we picked up a nine-week old kitten to keep us company aboard *Dreamer*. We call him Solo — after Han Solo of Star Wars — and just adore him! He was terrific during his first week of sailing. We've been told that there are no more animal quarantines between here and the United States, so we'll keep our fingers crossed. We're told that kitty litter is not available in Southeast Asia, so unless I can succeed in potty training Solo — we've been about 50% successful so far — we'll have an excuse to go ashore each day — to find sand for the litter box. I left Rog on the boat again from Janu-

ary 16 to March 12 while I flew to India. I spent half of the time in an ashram and half on tour with Mata Amritanandamayi, an Indian saint. It was a *fabulous* experience for me, but I'm still processing it so I'm not yet prepared to write about it. I did miss Rog while I was in India, however, and was very happy to return 'home'. When I got back to the boat, there were red roses and a beautiful greeting card waiting for me, so Rog must have missed me as much as I missed him. Even Solo remembered me — and he was only five months old when I left.

We're now about to head north for the cruising we'd planned to do last year. First, we'll sail up the east coast of Australia, possibly making two stops in the Whitsunday Islands, plus one stop at Hinchinbrook Island, a stop at Cairns and a final stop at Lizard Island. Then we hope to sail through the Torres Strait and along the north shore of Australia, checking out of the country at either Gove or Darwin.

We're currently wait-listed to participate in the Over The Top Cruise, which is sponsored by the Gove YC and takes the fleet from Gove to Darwin. A unique feature of this cruise is that the Gove YC makes arrangements for the participants to visit aboriginal villages and meet the people. Although we have not participated in any regatta-type activities during our voyage so far, this cruise intrigues us, so *Rog and Debbie about to dig into some of the fresh food of Australia. After an osmosis job on the boat, both are dying for long passages.*



COURTESY 'DREAMER'

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we're really hoping that a spot will open up for us. Because some of the bays on the itinerary are small, the fleet is limited to 40. The organizers think we have a good chance of making it, however, because we're first on the waiting list.

Our Indonesian Cruising Permit will entitle us to sail through Indonesia during July, August and September. We then plan to stop at Singapore for two weeks before proceeding up the Strait of Malacca, one of the busiest and most congested waterways in the world. We might stop at Kelang, Penang, and/or Langkawi in Malaysia before proceeding on to Phuket, Thailand, which we hope to reach by early November. As it stands now, we don't know if we'll be in the Phuket area for 2 1/2 months or 14.5 months — but it's supposed to be wonderful for both cruising and diving.

In any event, both Rog and I are ready and eager to get back offshore and do some long distance sailing again. Unlike many cruisers, we both enjoy offshore sailing at least as much if not more than sight-seeing and other shore-based activities.

— deb, rog & solo 5/15/98

Teacher's Pet — Catalina 34

Jerry & Sue Eveland
Puerto Vallarta, Mexico
(Santa Cruz)

We're certainly enjoying our cruising lifestyle! Having no deadlines has allowed us to spend at least a month in each of the ports we've visited, which means we've had enough time to really see the area and absorb the local flavor.

One of the reasons we wanted to write was to let the Wanderer know how much we appreciated the Baja Ha-Ha IV. First, we liked having a group to leave with. A second benefit we didn't appreciate until later: Everytime we pulled into an anchorage or port, there were a couple of boats from the Ha-Ha. If we didn't already know them, we had something in common, which made it easy to become friends.

There were a bunch of Ha-Ha IV folks in Puerto Vallarta at the same time, so Mike of *Boomtown Trader* announced over the net that we were having a Ha-Ha Reunion. It was great seeing old friends, making new friends because of the Ha-Ha connection, and sharing sea stories. While most of us are independent cruisers and have headed in different directions, we've formed many friendships and share special memories. Anyway, thanks to the Wanderer/Poobah for the impetus provided by the Ha-Ha. We encourage him



The Baja Ha-Ha IV reunion in Puerto Vallarta at the Iguana Hotel pool. Seated and standing duos, left to right are: Jerry and Sue Eveland of 'Teacher's Pet'; Gary and Judy Williams of 'Reverie'; John Keen of 'Knot Yet' and Moe Lilleland of 'Moe-Z-N'; Bill and Jean Coltrin of 'Sunset Run'; Carl Mischka and Linda Emmons of 'Tally Ho'; Seth and Bev Bailey of 'Route de Vent'; Jerry and Jane Hinsdale of 'Dilly Dally II'; Rose and Ralph Harding of 'Thunder'; and Dewey Hines of 'Rewa'. Third row, left to right Mike and B.J. Aarhaus of 'Boomtown Trader'; Bob Stone of 'Sea Turtle'; Harry "Burk" Burkholder of 'Loup de Mer'. (We have no idea who the guy in the background is.)

to do more.

We've been cruising for seven months, and have spent most of the time in the Banderas Bay (Puerto Vallarta) area. The coast between Puerto Vallarta and Manzanillo is so beautiful that we're having a tough time leaving.

After more than half a year of cruising, we now know what stuff we should have brought but didn't. A trip back home to do our taxes gave us the opportunity, for example, to purchase a good SSB radio and dinghy davits. We've also learned that it's important to have plenty of replacement parts, as they are either time-consuming or difficult to find down here. Repair kits for pumps have been very handy. Things like fan belts and hoses can be purchased at auto parts stores provided you're near one when they break.

We have found almost anything we wanted as far as food stores was available here. Wine, peanut butter and pitted black olives are things we miss. They do have wine available, we just prefer California wines. Having plenty of U.S. stamps gets your letters home via other

cruisers, or family, or friends who've flown in for a visit.

We have found if you're planning to stay longer than six months in Mexico, it's better to get your FM-3 in the States. Getting your boat 20 year importation permit here in Mexico sure makes it easier to get boat equipment into the country in six huge suitcases and one large box of stuff. Customs noticed right away and didn't let us anywhere near the red/green light. It was just too much for two people. (Don't know how we got past the airline's scrutiny). Customs let us take out two bags with clothing and kept the rest until we could get the letter required from the Marina. We showed them our 20 year import permit and then went to get the other documents. They wanted receipts for everything and the letter stating we are a vessel in transit. They only wanted to see the SSB radio and then released everything. It was quite painless.

We can't say enough about what a fine operation Marina Vallarta is. Karl Raggio and his staff are helpful in so many ways. I have read this many times in *Latitude 38*, but it doesn't quite hit home until you're here. They are outstanding!



We have been finishing our boat projects we brought back from home. We will soon head for the Sea of Cortez. We are looking forward to seeing the beautiful Islands. This fall we will be heading for the Panama Canal and crossing into the Caribbean. Keep up the wonderful magazine that keeps us informed.

— Jerry & Sue 5/24/98

Jerry & Sue — The Wanderer/Poobah thanks you for your kind comments about the Ha-Ha. The way he sees it, the event itself is fun, but the best part is that it lays the groundwork for future friendships.

Thursday's Child — Hunter Custom Michael Reppy Panama Canal Blues (Sausalito)

Enroute from St. Augustine, Florida, to San Diego, we're 'Stuck in Colon with the Panama Canal Blues'. We've been anchored for a week with about 50 other cruisers in the 'Flats' near the Caribbean entrance to the Panama Canal. There have been rampant rumors of 1) Gross increases in Canal transit fees; and 2) Imminent closure of the Canal because of a

lack of fresh water due to the drought.

As most readers know, the Panama Canal Commission cut way back on the proposed increase in transit fees. But they seem to care less about the delays in small boat transits. At this time, early April, only about two to three cruising boats are transiting the Canal a day. The PCC blames the lack of advisors, one of which is required on each boat that transits the Canal.

We called the Canal office in Panama before we left Florida and were told there weren't any problems — otherwise we might have hired an agent, who can cut through the red tape and get you right through the Canal. Once we arrived here, we started the process of getting the boat measured — Canal fees are still by volume for a few more weeks — and scheduled. That's when we learned about the delays. We called an agent, but by that time it was too late for him to help.

We're now scheduled for an April 10 transit, but we're not completely confident as other boats have had their schedules pushed back. Even worse, some advisors haven't shown up on the scheduled day. Such delays can cause great inconvenience and expense, as each boat must have a skipper and four line-handlers as well as fenders and four 120-foot lines. Many boats rent the lines and have to hire line-handlers. If you're lucky to get fellow cruisers to help with your transit, delays can really screw up their schedules.

Two of my crew — Bob Dixon and Scott Shaffer — were line-handlers on the 65-ft Shuttleworth catamaran *Samcat*. Their transit was slow and frustrating as they had long waits to enter the locks with ships. What easily could have been a one-day trip turned into two days.

It's the not knowing when we'll transit that is the worst of all. We do a few maintenance jobs on the boat and provision, but mostly we hang out in the air-conditioned bar at the Panama Canal YC. For cruisers with no timetable, such waits aren't a problem, but we're trying to get *Thursday's Child* to San Francisco and ready for the start of the Pacific Cup. So it's a major headache.

By the way, Morgan and Jane of *Trinity* are here, on their way back to San Francisco to end a 6.5 year circumnavigation.

It's five days later and we're still 'paying dues'. After another phone call to the scheduler for the Canal, and after another earful of excuses and postponements,

we're now to supposed to transit on the 16th — more than two weeks after we got here!

One Canal official told us he's been offered bribes for boats wanting a quick transit. "I'm a public official," he told us, "so it's serious." Was that his way of telling us to make him an offer? I responded by telling him that it was costing me thousands of dollars to pay my crew to wait, and what was I supposed to do?

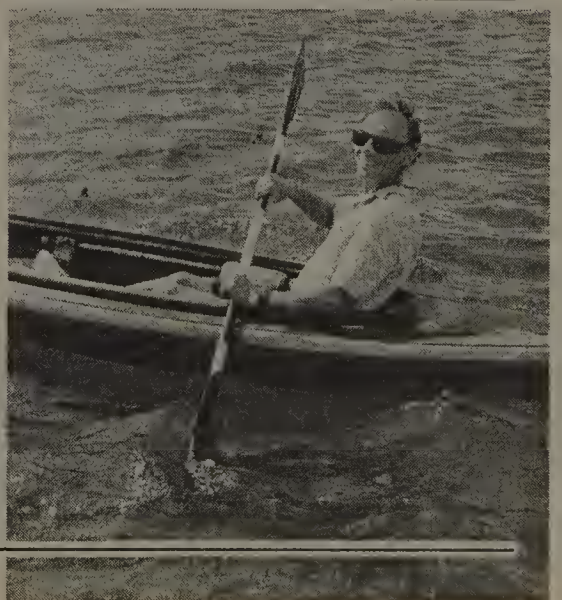
"Nothing," was his advice.

I returned to the boat to break the news to the crew. I'm down, feeling that as skipper, I should be able to do a better job of handling the situation. But the crew gets energized anyway. Bob sorts out the gear, finding a broken sheet stopper while organizing the lines. Scott brings out the ice and mixes rum punches while whipping up another great creation in the galley.

We put on an old Roy Orbison tape — it suits the moment — and it brings me out of my funk. After all, it's only time and money. Right! More than two weeks added to the delivery trip to San Diego. Dixon has been away from his wife and kids too long; I'll be late getting back to work; and Scottie just hits the rum while he explores the cosmic force of ants. My crew is sticking by me through all this, so I'm blessed.

In the big picture, of course, this delay is only a blip. I think about our mission with *Thursday's Child*, and she looks as though she'll be all I've wanted: She sails well and fast, and she's got great potential. I can't wait to start work on her: Longer boom, new sails, straighten out the rudder and steering — but mostly I'll be working toward my goal of helping

Michael Reppy in happier times — kayaking at Kauai after finishing the 1996 Singlehanded TransPac.



LATITUDE/JR

CHANGES

whales that have been torn away from their families' pods and enslaved for man's greed and entertainment. So what's a few weeks hang-up for me?

— michael 4/12/98

Readers—While this letter is somewhat daled, it illustrates the point that nobody should count on being able to rush through the Panama Canal. Sometimes agents can help, but often they can't. There are many reasons for Canal delays, including too much traffic, breakdowns, locks closed for repairs, and so forth. This year's drought has meant there hasn't been enough fresh water for the deeper draft ships, which means they've had to partially unload to make it through. This has added to the delays and increased traffic.

We're not sure what happened to Thursday's Child, but she'll not be racing in the Pacific Cup this year. For those who don't remember, Thursday's Child replaces N'aia, the trimaran Reppy flipped and lost just hours before he would have established a new San Francisco to Japan record.

**Panacea — Cal 40
Bill and Nan Hilsinger
Lautoka, Fiji Islands
(San Mateo)**

The adage that 'cruising is boat work in exotic ports' has recently become manifest for the crew of *Panacea*. But what lovelier location than Viti Levu, on Fiji's Gold Coast, for a haulout?

With the dirty boatyard work just about completed, Bill and Nan take a few minutes to joke around with some Fijian warriors.

Boatyards are like death and taxes — unavoidable — for the yacht owner. And haulouts are right up there with visits to the dentist on my list of fun things to do. Pacific Marine at Vuda Point Marina, however, has proven to be an almost enjoyable experience, due to the excellent staff and qualified personnel. Jeff Norton and Tony Marnewick lead a crew of Fijian workers who have been well trained in their jobs. Rocco, Willy, Kumbu, Joeli — all are valuable not only for their skills but their attitude. These remarkable men can sand toxic bottom paint all day in the hot sun while singing and joking. They make the ordeal of sanding and solvents, painting and prepping, all the more palatable.

Tony is a walking encyclopedia on such subjects as repairs, maintenance, mechanics, painting — and how to get things done on his island. His high standards of excellence were contagious, and we found ourselves with a first class paint job, both above and below the waterline. Our old Cal 40 now looks as lovely as she sails. We found Pacific Marine's pricing reasonable, too, and the yard allowed us to do much of the prep work ourselves. Our only reservation in recommending the boat yard is that Tony has recently moved on to self-employment and is no longer with Pacific Marine.

Pacific Marine is surrounded by a marina that boasts a picturesque South Seas style bar with a thatched-roof, the deluxe restaurant and lodging of the First Landing Resort, and a cruiser-priced restaurant that features "cheeseburgers in paradise".

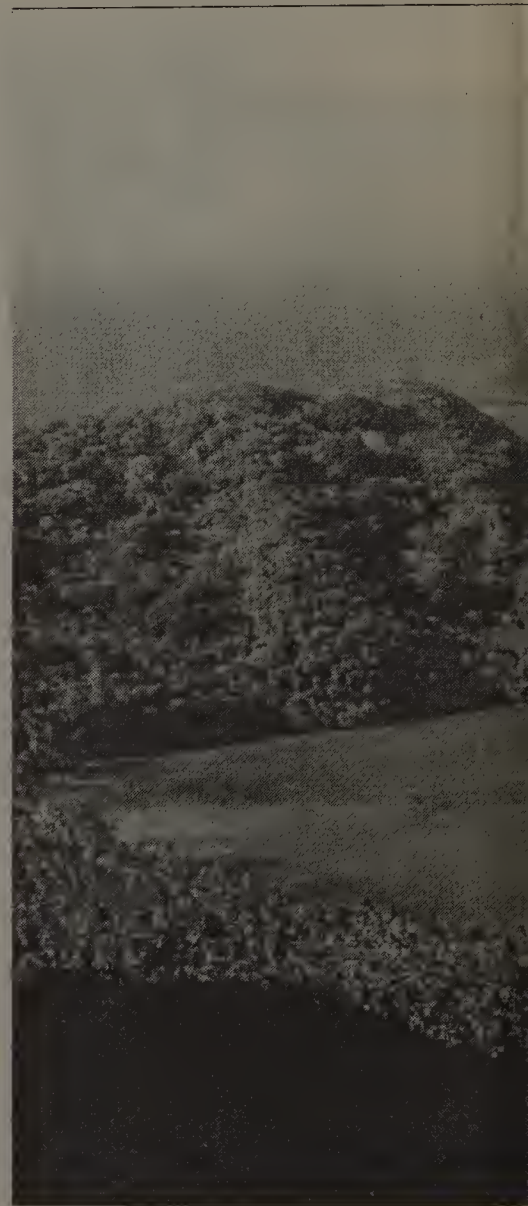
While our cat Perko isn't in the photo, he spent several months visiting with Ralph and Kathy of the Santa Cruz/Tahoe-based *Neeleen* here in Fiji.

— bill & nan 5/15/98

**Sybarite — N/A
Capt. Kirk Ezell
East Coast to San Diego
(San Diego)**

I picked up a copy of your magazine and liked what I read — so I thought I'd pass along a few flash observations I made during my recent trip from Charleston, South Carolina, to San Diego.

Although a city of less than 100,000, Charleston has an attractive harbor and good marinas — plus the opportunity to anchor off the old battery. The first shot of the Civil War was fired at Fort Sumter, so there is plenty of history to savor. In addition, much of Charleston's past — it



was a very important port and cosmopolitan city in the 18th century — have been preserved, too. Hungry? Vickory's has the best chicken wings.

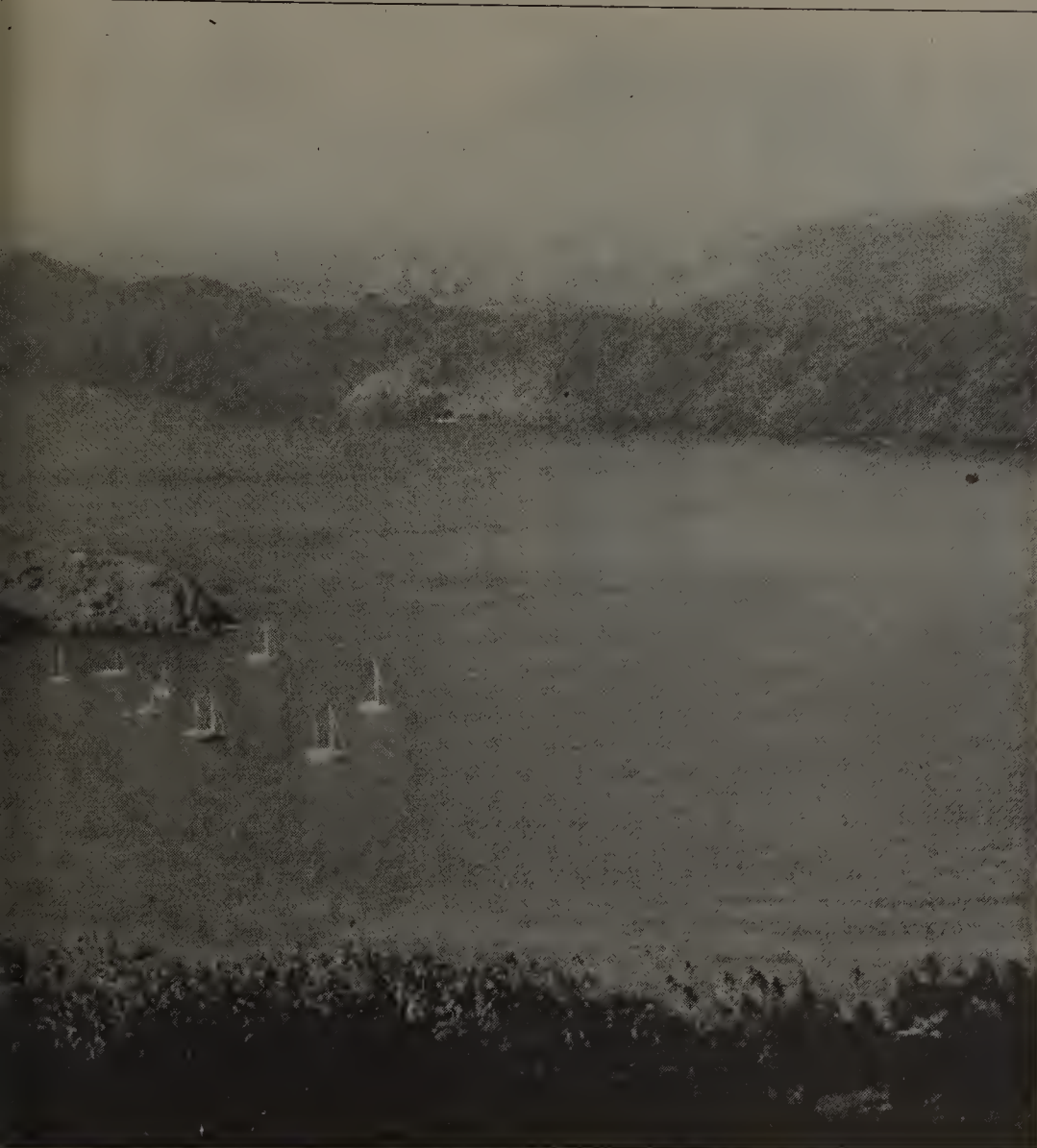
One of my next stops was Fernadina, Florida — where it's easy to find a place to anchor or tie up. Everything you need is within walking distance and the locals are friendly. Further south is Fort Lauderdale, which is probably the boating center of the universe. It's not easy to find a place for a boat in Lauderdale, so I suggest trying New River. It has the best prices, it's out of the weather, and is close to everything — assuming you have a bike or a good pair of shoes. Key West is way overpriced and doesn't have anything to offer the cruiser. The only reason to stop would be to wait out weather.

Cuba, on the other hand, has great cruising grounds, and welcomes sailors from the United States. Do not, however, plan on getting any work done on your boat unless you bring *all* the necessary materials. If you have work done, it's either by barter or you have to pay with U.S. dollars. Everything is in extremely short supply in Cuba — which is why a



COURTESY 'PANACEA'

COURTESY 'FIRST LIGHT'



With the Cup trials starting in New Zealand late next year, lots of folks will be headed across the Pacific to places like lovely Whangamumu Bay.

roll of toilet paper sells for \$1.40. When diesel is available, it sells by the ounce.

If you're looking for something different, try the Caribbean side of Mexico. Cruisers are made to feel welcome at Isla Mujeres — but it's just the opposite at Cozumel, an island I hope to never visit again.

Pt. Aventuras, on mainland Mexico not too far from Cancun and Playa Carmen, is a good place to wait out the weather and to leave your boat while you do some exploring. The Mayan ruins are interesting, and so is diving in the fresh water caves. The dockmaster at Pt. Aventuras is great, the fuel is clean, and there are good restaurants.

If you go to Belize — which is no bigger than Massachusetts and only has a couple of paved roads — my advice is to stick with the islands and cays and avoid the mainland.

Roatan, the most popular of Honduras' three Bay Islands, is now suffering the growing pains associated with getting

a paved road. Clearing in and out was nonetheless easier here than in any place I've been. If you need help, try to get Junior Brown from The Hill in French Harbor. Whatever you do, don't use the guy named Brinkman! While just about everything is expensive at Roatan, the French Harbor YC was a good value. Another option is the new Fantasy Island Resort, although it's expensive and out of the way. There are plenty of places to anchor at Roatan, but you have to be vigilant about security. Clean fuel was available.

Nicaragua, the largest country in Central America, has great outer reefs and cays. A limited amount of fuel is available at Great Corn Island and also at El Bluff, which is across the river from Bluefields on the mainland. By the way, don't go looking for any 'blue fields', as the name came from the Dutch pirate Blewfeldt, who operated in the region in the 17th century. There aren't any services on the mainland, but there are soldiers.

Looking for a place where outright thieves run the harbor and overcharge for dirty fuel? Try Puerto Limón, Costa Rica. You can anchor off the island, but keep somebody aboard your boat at all times. Delicious bread and produce are available.

Panama is in a deep recession — and is thus an unpleasant example of what incompetent government can do to a once proud and resourceful country. The shopping is good, however, and clean fuel is available.

I transited the Canal before the new fee schedule went into effect. I paid \$650 for the transit itself, and extra for line-handlers. Our 'pilot' passed out after the first locks, and we later caught him casing our staterooms. No matter if you're going from the Atlantic to the Pacific or vice versa, I suggest you contact Mike at the Panama Canal YC, in Colon for help with lines, line-handlers, and all the rest. He saved me both time and money.

I realize that I'm in the minority of cruisers who have been there, but Golfito, Costa Rica, remains one of my favorite ports. It's well-protected and small — but won't be for long. I don't, however, recommend using the ABC Agency for anything! But the guys at Banana Bay Marina are great, and clearing in and out was handled in one building. Flamingo Marina — in the northern part of Costa Rica — still has quite a bit to offer, but at a price. I suggest clearing at Playa Coco — even if it means a wet trip with the dinghy.

Puerto Madero, Mexico, used to be a fun place to stop and wait for a window to cross the Gulf of Tehuantepec — but it's not fun anymore. The cop there forces you to use an 'agent', and makes the whole crew go to the airport for *migracion*.

When you stake out a spot at the Panama Canal YC patio, a whole world of cruising passes before your eyes. Good chow, too.



CHANGES

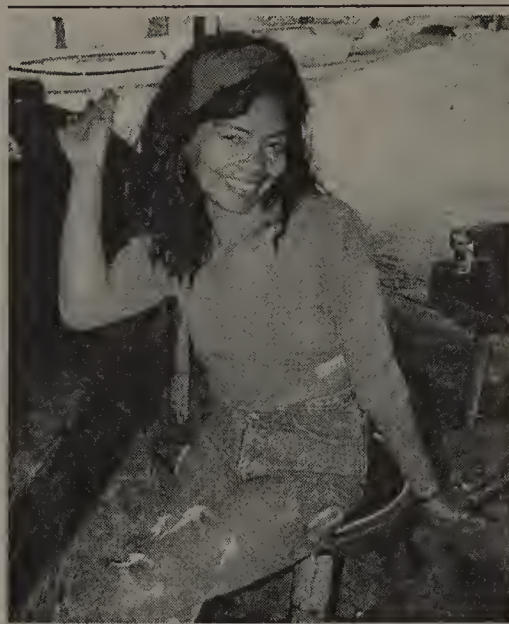
Thus the only way to protect your boat is to hire a guard. What a scam! To make matters worse, Puerto Madero is filthy and had the most expensive fuel of my entire trip. Don't stop at Puerto Madero unless you absolutely have to.

I still like Puerto Angel because it reminds me of the way things used to be in Mexico. It also reminds me of what Italy used to be like a few years ago.

Acapulco hasn't changed, as the grand villas and dirty harbor are just as they were when I first visited in 1961. The Acapulco YC has grown quite large, and a few more marinas have been added at the end of the bay. It's a good place to refit and have repairs done, and the shopping isn't bad. If you need to leave your boat, it will be safe at the Acapulco YC.

The further north you go in Mexico, the more commercial it becomes. And the closer you get to marinas and harbors, the less Mexican and more expensive it becomes. I blame it on how easy it's become to operate large powerboats. These boats need all the facilities and places for their support troops to stay.

While in Turtle Bay, I heard two Ameri-



LATITUDE/RICHARD

Loida, Carl Ruegg's young Filipino widow, is a real ball of fire. It's good news that she'll continue to welcome cruisers to Isla Gitana.

can women use Channel 16 as their personal chatline. They passed on recipes, personal likes and dislikes, medical histories — and their complete disapproval of Mexico. They claimed that the doctors

couldn't be trusted, that the people didn't speak English, that the country was too backward to stock their favorite brands of cat food and shampoo, that they couldn't find one husband's favorite magazine — *ad nauseam*. For some reason nobody — not the Mexican fishing boats, the military, the cruisers or the radio police — tried to stop them.

— kirk 5/15/98

Cruise Notes:

"I just returned from **Isla Gitana**, Costa Rica," reports Capt. Al Dring, "and had a wonderful time with the crew down there. Californian Carl Ruegg, the much-loved owner, passed away several months ago. He was in his mid 80s. Fortunately, Loida, his young Filipino widow, is carrying on with the tradition of welcoming cruisers, so all is well. If anybody needs any information about the island or area, they can call me at (506) 661-2833."

Costa Rica tends to be a disappointment to many cruisers. We at *Latitude* think the best way to enjoy the country by boat is to base yourself out of either the Isla Gitana area of the Gulf of Nicoya

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or Banana Bay Marina in Golfito. From either of these places you can visit the national parks, be they on the coast, in the main valley, or in the mountain rainforest. As for pure cruising and/or provisioning, save your time and money for Panama, which is far superior in both regards. Fewer pickpockets and hassles with officials, too.

Doug Perrone and Tami O'Neil of the Portland-based Sceptre 41 **Papillion**, most recently in the San Blas Islands, want to share the following tips with cruisers headed south from Mexico: "We'd been in Mexico a year, and found Huatulco to be the best the country has to offer. The good news is that you can clear out of Mexico at Huatulco and thus avoid Puerto Madero, which isn't very pleasant. Some of the information we've read in *Latitude* is questionable — such as the lady who wrote in to complain that Scarmento Reef isn't on *Charlie's Charts* — because it's clearly visible to the eye and on other charts. However, Charlie's waypoints should always be checked against the charts as we've noticed discrepancies."



JIM DRAKE

If you decide you want an agent to do your Canal transit paperwork, Tina McBride is pleasant and knows the ropes.

[Latitude strongly disagrees, as Sacramento Reef isn't easy to see on a dark night, and charts that leave out major dangers really play havoc with navigation. Charlie's Charts also leaves out hazard-

ous rocks on the approach to Z-town.]

"Flamingo Bay Marina was our choice for checking into Costa Rica," Doug and Tami continue, "with water and fuel dockside. Rambo no longer rules in Golfito, and Banana Bay Marina welcomes sailors with new docks, water, fuel and cable TV. Bruce Blevin runs the place right and Katie, next door to the marina, is good with local knowledge and laundry. La Dama del Delfin is not to be missed for an American breakfast, and Mike's is great for dinner.

"Panama is beautiful!" they continue. "And the Panamanian people are wonderful! As we entered Panama Bay, broken fuel valves left us without engine or generator power. Since we were unable to sail upwind and upcurrent, Panama's Coast Guard towed us 50 miles into Balboa. At no charge! When it comes to provisioning Panama City is like the U.S., with Costcos and everything. You can have an agent do your Canal paperwork for \$250. This includes lines and fenders — why ruin your own lines and fenders? We used Pete Stevens, but he had the personality of a rock and acted as though he didn't need

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CHANGES

our business. Tina McBride is a better agent."

After many long ocean passages, a Pacific Cup, a circumnavigation, and a recent trip from California to New Zealand, Frank and Cynthia Robben have decided to sell their S&S 74 **Kialoa II**. While they had a great trip across the Pacific last summer — including a seven-day period between Mexico and Pitcairn Island when they "didn't touch the sails", a combination of so many years of sailing, the size of boat for just two of them, the desire to write, and desire to live in Cynthia's native Sri Lanka and travel to India turned the decision.

Crime in Mexico? Tim 'Mex-pert' Tunks, who has been cruising mañanaland for the last eight years aboard his Islander 37 **Scallywag**, takes a broad view of the situation. "While crime in Mexico is finally catching up with the rest of the world," he says, "there's absolutely no cause for great waves of paranoia."

Tunks, who has a pretty good ear to the ground, remembers the following crimes from the last year: "Mel and



LATITUDE/RICHARD

Thieves rarely bother with dinghies which have been hoisted out of the water.

Thelma Langley of **T 'n Honey**, a homebuilt trimaran with which they already cruised the Caribbean, were mugged in Mazatlan. Some kids tried to grab Thelma's butt-pack and in the ensuing tug-a-war she was knocked down

in the street. In a second Mazatlan incident, a kid from a cruising boat was mugged after he accepted a ride back from town with a pick-up full of kids. It was very late and the buses had stopped running.

"And each year there are dinghy thefts in places like Tenacatita Bay, as it's easy for a bandido type to grab two or three dinghies in a remote anchorage and take off. If you hoist your dinghy out of the water at night, it's almost certain you won't have any problem. Three dinghies — minus the motors — were found in the Chemela Estuary. The cops know who took them but won't do anything about it because they're in cahoots with the thieves. As for the cops, it depends on where you are. In some places they are honest and friendly, in other places they are totally corrupt. While kidnapping the rich has quietly become a cottage industry in Mexico, the victims are almost always Mexican, and they're almost always returned safely after the ransom is paid.

"Puerto Vallarta seemed to be fine — other than the normal problems you'd expect at a big tourist town. There were a

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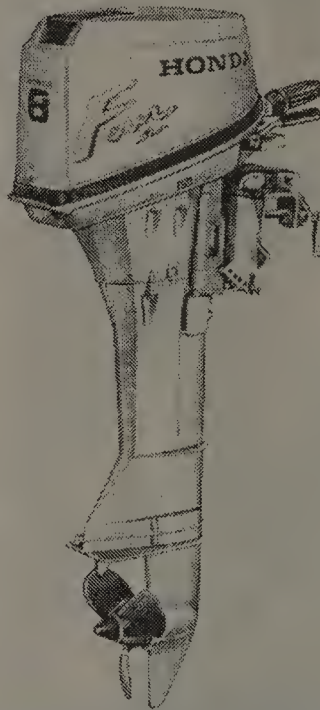
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couple of dinghy thefts in La Cruz. One was recovered, another was found drifting without the motor. There was a more frightening incident last fall in Barra de Navidad. Some Mexicans tried to steal a motor or something from a singlehander's boat late at night. So the owner turned a high-powered beam on the thieves. As they fled, they turned and fired a few rounds at him. It was a one-time scary event, and he wasn't hit.

"My advice is to just use common sense. Always hoist your dinghy at night. If going to shore or on a dive trip, anchor in the company of other boats. Don't leave valuable stuff out in the open. When going to town, take one credit card, a little cash, and copies of your tourist card and passport. If you're mugged, you can give up everything and you won't have lost much at all. The worst thing you can do is carry all your valuables in a big backpack while on a side trip to a very high crime area such as Mexico City. If you're an experienced traveller, you shouldn't have any trouble along the Mexican coast."

Indeed, Tunks thinks that shoaling



JUAN VALDEZ

The entrance to Nuevo Vallarta and the Paradise Resort looks great — but watch your depth. 'Sallywag' bent her rudder on the bottom.

breakwater entrances are a bigger threat to cruiser safety than are muggers and thieves. "Just because a breakwater looks like one in California doesn't mean there's enough water to take a boat through —

no matter what the operators might say. I was nearly broached by a big wave at the entrance to Marina Mazatlan — fortunately, it's since been dredged. Lots of boats have bounced on the bottom going in and out of Marina Ixtapa, and at times boats were stuck in there. The breakwater at Nuevo Vallarta has always been bad, and last year I bounced off the bottom going in and bent *Sallywag's* rudder. The only consolation is that Hotel Paradise, a destination resort, really is paradise. The prices are the same at Marina Vallarta, but you get to use the health club, kayaks, boogie boards, pools and fluffy towels. The downside is there are only about 18 slips.

"We enjoyed the editorial comments regarding our *Changes*," write Jim and Britt Gastreich of the Las Vegas-based Hans Christian 48 **Salacia**, "and agree wholeheartedly that the Lesser Antilles were worth spending time in. Of course, each of us gained about 20 pounds in the French Islands as the food, wine, and people were all fabulous! By the way, the U.S. Navy did not repair our boat for free in Guantanamo Bay, Cuba. But consid-

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CHANGES

ering the type of work they did, the price was very reasonable."

Pets in Polynesia. George Backhus reports that French Polynesia doesn't have any problem with foreign cats — as long as they don't come ashore. But it's a hassle, for example, if you want to fly home with your pet. Before Backhus' MaïTai could come to shore for the flight, she had to be examined on the boat by a state-appointed vet at 0530. After sealing her cage, the vet was required to escort the cat to the airport. While the vet was "very nice and accommodating", it was a hassle and cost some bucks.

Mary Shroyer, who owns **Marina de La Paz**, gives us the lowdown on various fees that have been instituted in Laz Paz and Puerto Escondido:

"In 1997, the administration of the ports of Baja California Sur — except for Cabo San Lucas — was concessioned by the Federal Government to a state-owned company known as A.P.I. This company must pay the federal government for the concession — and consequently collects a **port tax**. The port tax that has been in effect has been lowered. Vessels up to 35



COURTESY ANNABELLE LEE

The third annual Loreto Fest drew 60 dinghy-loads of 'clean-up' volunteers — but there was barely enough garbage to go around.

tons will pay a flat fee of 30 pesos — about \$3.75.

"As of April 6, 1998, the A.P.I. of La Paz has begun to **charge for anchoring** in the harbors of La Paz, Pichilingue, Pu-

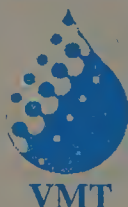
erto Escondido, Santa Rosalia, and San Carlos. For vessels under 20 gross tons, it's about \$1.50 per day. When you clear in to La Paz — or any other port — A.P.I. will ask you to estimate the length of time you will be in the harbor — and then charge according to the days you say you will stay. If you stay longer, you will have to go to the A.P.I. office before checking out and pay the difference. If you don't, the Port Captain won't let you clear out.

"Boats in marinas do not have to pay an anchoring fee. If you are anchored in the bay and go to a marina for a few days, be sure to get a receipt from the marina so you don't have to pay for those day. If you are in a marina and move out to the anchorage or a mooring, you must pay A.P.I. for each day. Again, you can estimate the days you will be in port and pay on that basis or begin paying daily, weekly or monthly depending on your stay.

"This is a new procedure and there will be a period of adjustment on all sides. Please be patient. When the fees were instituted, the A.P.I. in La Paz didn't have the means to police the harbor — much less the harbor up at Puerto Escondido.

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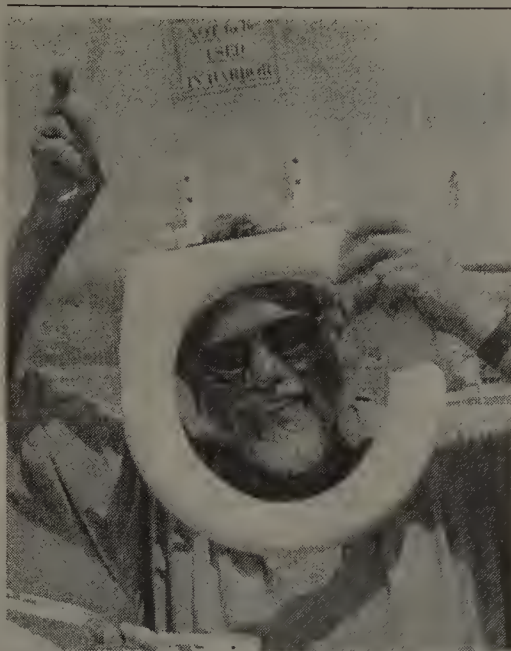
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When they do get the means, I believe they'll use the date of April 6 to begin their charges. The A.P.I. does *not* have the right to charge for anchoring at the islands, only in the areas where they have the concession. There were a couple of mix-ups in the beginning when the girl in the A.P.I. office thought the term 'jurisdictional waters' on people's port clearance papers meant her jurisdiction, not the Port Captain's jurisdiction. There are always noisy protestors who feel no charges or fees should ever be levied, and there are always people who lean over backwards to be cooperative. I hope *Latitude* hears from both sides.

The **Loreto Fest**, held for the third time last month at Puerto Escondido, is an event with a dual mission: to clean up the harbor — and then have a wild and crazy time. Bob Walker of **Zeeotter** reports there is just one problem: With so many people having cleaned up the first two years, there was hardly any trash left for this year's volunteers — 200 strong in more than 60 dinghies. Ralph and Annette Siedel of **Annabelle Lee** won the prize for having found the most interesting junk:



COURTESY 'ANNABELLE LEE'

Some people will do anything to get their picture in 'Latitude.' Actually, this is Ralph Siedel of 'Annabelle Lee' showing off a captured relic.

an intact marine toilet — complete with a sign under the lid that read: "Do not use in harbor".

"I'm in the process of purchasing a Cal 2-46," writes Grover Jeane, "and expect

to be fitting out my boat in **Ensenada** in October. While I want to take part in all the **Ha-Ha** festivities in San Diego, I wonder if I might be able to actually start the rally from Ensenada?"

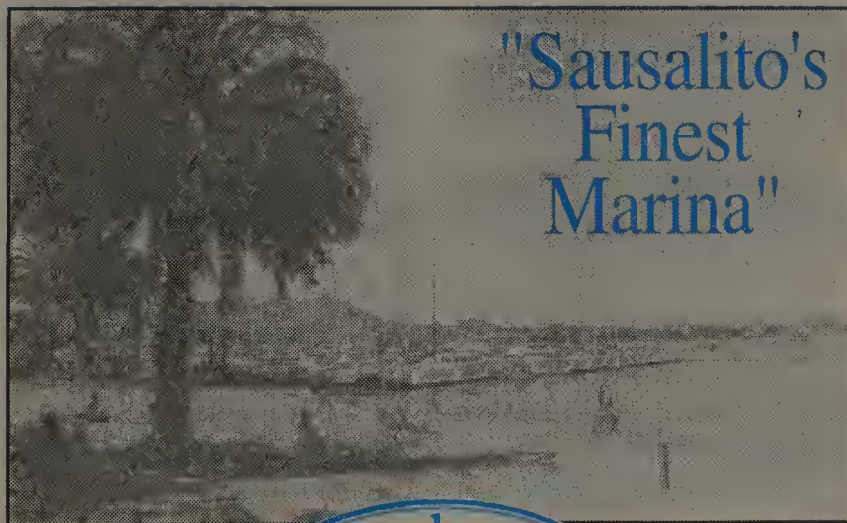
The Wanderer, who will be serving as Grand Poobah again, says "No problemo. We've had several people do just that in the past. The only problem is you won't get an aerial photo of your boat. It's also no problemo for the few powerboaters who've asked if they could be a part of the event — but you'll get nailed with a big 'Ha-Ha' handicap."

As of June 15, Baja Ha-Ha had received over 100 requests for entry packs. The 11 paid-up entries ranged in size from Gary and Mari Campbell's Nor'Sea 27 **Wings** to William Hogarty's Alameda-based Dynamique 80 **Leda**. Anyone wanting forms needs to send \$10 and a SASE (\$1.01 in postage) to Baja Ha-Ha Inc., 21 Apollo Road, Tiburon, CA, 94920. We hope to have all the entries listed at *baja-haha.com* by the end of July.

As for the **Ha-Ha Across the Pacific**, the Wanderer promises a final decision on the matter with the August 1 issue.

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EL TORO #11368. Deluxe model by Speed Sailing. Excellent condition. Double hull, fiberglass, Pineapple sail. Aluminum spars, race rigged, oar locks, \$995. Trailer, \$175. Beth, (541) 469-2926.

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AVON INFLATABLE BOAT & Nissan motor. 12 ft Avon with wood floor, good condition, with Nissan 9.9 hp longshaft, outboard motor with gas tank. \$1,600 for both. Please contact Connie at (510) 301-2326.

LASER, complete with full & radial rig, sails, blades & bag. \$1,000. Lido 14 with trailer, \$1,000. (510) 531-3078.

AVON 6 MAN DUAL FLOOR LIFERAFT in hard canister. Last serviced 3/98. Stored inside. Excellent condition. \$1,375. Danforth 20 anchor, \$60. Danforth 13 anchor, \$30. (510) 582-2110.

11.5-FT BOLGER CARTOPPER sailing/rowing skiff. Like new condition. Handcrafted epoxy-glass over plywood. Light weight. Sail, oars, lifejackets, carbon/epoxy coated retractable centerboard & kick-up rudder. Leg-o-mutton rig. \$1,595. Call Dave, (650) 948-7580.

TWO FAST BOATS FOR SALE, with trailers. International F.J. with sails, extra equipment, etc. Also, Banshee with sails, etc. Need to sell these boats fast! Call Dave Oliver after 8/1/98 at (510) 865-2108 or S. Carr at (510) 769-0221 (immediate reply).

EL TORO. Wood hull, mast, rudder, daggerboard, battens, boom. Good rigging & sail, complete. \$400. David, (510) 232-4208 or email: DAVIDDUANE@aol.com

AVON REDCREST with foot pump, bag, motor mount & 3.8 hp Scot-atwater outboard engine. Great condition, fun to cruise, complete. \$550 obo. David, (510) 232-4208 or email: DAVIDDUANE@aol.com

14-FT ROWING BOAT, NEW. 8 ft spruce spoon oars. Seat, tracks & shoes from Pocock. Call Tito Rivano, (510) 521-1981.

13'3" 405 DINGHY, 1995. Main, jib, asymmetrical chute, trapeze never used. With Caulkins trailer. Home waters, Lake Tahoe. Great condition. Asking \$3,700. Call eves, Jim (530) 546-0246.

EL TORO. Fiberglass by Tito. Excellent condition with seat & oars. \$450. (510) 521-1142.

13-FT BANSHEE, #507. Sailboat complete with full cover, car top rack. Excellent condition has been in storage for 10 years. \$550. For more info please call (415) 457-2007.

24 FEET & UNDER

RANGER23. Fun, excellent racer/cruiser, loaded. 7 bags, all lines lead aft, selftacking jib system. Will consider all property trade proposals. Prefer Contra Costa or Sierra foothills or \$3,900 cash, as is, where is (over \$8,000 invested). Please contact (510) 439-3632.

J/24, 1978 TP, trailer, old outboard, 3 suits sails plus Mylar 150% & 170% genoas, 3 chutes. \$6,000 or any reasonable offer. Time to move on. Call Rob at (209) 943-7294 or email: cmccormick@chw.edu

14.5-FT CLASSIC CATBOAT, traditional gaff rigged with centerboard. Locally built from marine plywood. Custom trailer, cutty cabin, storage boxes, compass, anchor, 3.5 Nissan outboard, full cover, new bottom paint. Needs deck repairs, new mast & TLC. \$3,500. (415) 457-8997 eves.

MOORE 24, 1980. White hull, gray topsides, 5 sails, dual axle trailer, fresh water boat, new barrier coat, faired bottom. A beauty & fast! Denver area, will deliver. Bill, (970) 535-9238 dys or (303) 776-5041 nights.

CATALINA 22, 1972. Swing keel, 6 hp Johnson, 2 jibs, genoa, spinnaker, new bottom paint 12/97, many extras. Ballena Isle Marina berth. \$1,800 obo. Vince, (408) 377-0346.

J/24, 1978. 8 hp Mercury longshaft, stored on trailer since it was built, new dual axle trailer purchased in '92, 6 North sails, 1 Pineapple spinnaker, new paint in '93. Fast & fun boat in good condition. \$7,900 obo. (916) 485-3034.

RANGER24, 1985. Excellent condition. Includes Mylar sails, main, 90% jib, 150% genoa, spinnaker. 8 ft beam. 1,875 lb displacement. 5'3" draft. Great racing (one-design class) or pleasure. Well preserved Holsclaw trailer. Recognized design, worth a look. \$4,900 obo. (925) 803-9023.

SANTANA 22, HULL #600. Rigged for cruising, autopilot, bottom painted '97. 8 hp outboard, VHF, RDF, Porta-Potti. Very good condition. ready to sail away! \$3,000 obo. Call (925) 694-2150 dys or (510) 482-9551 eves/wkends.

CATALINA 22. This is a steal! Fixed keel, trailerable, 5 hp Mercury, genoa & main w/reel, spinnaker rigged, tabernacled, cushions inside/out, Porta-Potti, dock box. Other new items. Fortman, Alameda berth. Great shape, must sell now. \$2,000 obo. Call (408) 335-7253 anytime.

23-FT MERITSLOOP, 1985. Cruiser/racer. 1,800 lbs. One axle trailer, new 5 hp Merc longshaft o/b, 4 sails, 1 spinnaker. Wing dagger keel. New offshore dodger. Top const. Cruise Mexico, take Interstate 5 home! Only \$6,500. (415) 388-5126 pgr. (415) 458-9013.

CAI T/4, 1972, TWO BITS. 24 ft. Veteran Bay & ocean racer/cruiser. Main, 5 jibs, 2 spinnakers, staysail, safety equipment, VHF, 5 hp Suzuki, sleeps 4. Stove, ice box, water tank & much more. Alameda Marina. \$4,500. (510) 522-5210.

SANTANA 20, 1983. Excellent condition. Fresh bottom paint, 5 sails & spinnaker. Fresh rigging. Seagull o/b. With trailer. \$3,750. (209) 438-9679.



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MOORE 24, 1978, HULL #22. Equipment list: new o/b, wood stringers, many Pineapple, Baxter & Cicero sails, trailer. Boat needs TLC! Must sell, corporate relocation. Located in dry storage at Brickyard Cove Marina. \$11,000 obo. Dell Hutchinson, (313) 446-7588.

MacGREGOR 23, 1983. Swing keel with pop-top. V-berth/settee sleeps 4. Sink. Main, jib & staysail. New lines, VHF radio/antenna & cockpit cushions. Mosquito netting, Porta-Potti, etc. Trailer. Good condition. \$2,999 obo. Please call before 9pm, (707) 429-0848.

O'DAY 17 DAYSAILER II. Excellent condition. Great boat for the beginner or pro. Fast & easy to sail. 2 hp o/b. Trailer, new wheels, tires, winch, jack. Bought new boat. \$2,250 obo. Marina Bay. Voice messages, (800) 596-6979.

SANTANA 20. Great one-design with all class legal modifications for racing. Faired, nice sails, trailer & outboard. Located Eureka. Reduced \$3,000. Please contact (707) 443-1258 dys or (707) 445-2285 eves.

CAL 20, 1967. Nice hardwood rudder & tiller, whisker pole, upgrade winches, cushions, Porta-Potti, 12v electrical. Complete but bottom needs cleaning. Berthed Berkeley, B-022. Priced for quick sale, \$950/offer. (510) 665-5546 or email: dcollins@wco.com

MELGES 24, #38. New Norths, sheets, halyards, forestay & bow sprit. '95 new spars, blades & rigging with one seasons use. Lots of extras. Nissan 3.5, trailer & Nexus instr. \$28,000. Contact (360) 212-6335 or webs.linkport.com/~mccormack/rental_car.htm

PEARSON 23C, 1982. Cat rigged, 8 hp outboard, new halyard & lazy jacks, Porta-Potti, USCG equipment, marine battery, battery charger, shorepower cord, Tiller Master, windex, compass. Excellent condition, terrific singlehanded daysailer. \$4,900 obo. (650) 574-3958.

CATALINA 22, 1986. Swing keel, 5 hp Honda o/b, all stock Catalina outfitting. No electronics, fresh water use only. Interior excellent, very good condition overall. No trailer. \$4,000 firm. Original owner. (707) 527-8716 or boboc@sonic.net

NADA BEAR, A 23-FT CLASSIC WOODEN sloop. Great condition. Recently rebuilt, not a project! 15 hp Johnson outboard, 4 sails. Call (650) 369-6341. See for yourself at www.star-design.com/nada-bear.html

21-FT AQUARIUS. Sleeps 4, 2 mains, 1 genoa, 1 jib, 4 winches, 12v system with all navigation lights plus red/white interior lights. Lighted compass, VHF, 7.5 hp o/b, tillerstay, head, sink, chart table, excellent. Located Oyster Point. \$3,500. Please call (650) 756-1563.

O'DAY 20. Sleeps 4, Honda 7.5 hp, trailer, new mast, rudder, winches, rigging. Must sell. \$2,000 obo. (510) 885-0733.

O'DAY 22, 1986, with trailer, main & jib, pulpit & lifelines. 5 hp Tohatsu, bottom paint, sailcovers, autopilot, VHF radio, 110v system, solar panel, Porta-Potti. \$3,995! Call (510) 232-7999.

MIRROR OFFSHORE DIESEL YACHT. 19 ft F/G motorsailer, 7 hp Volvo Penta inboard, VHF, galley, 2 burner stove, electric water pump, cabin heater, enclosed head, 10 interior lights, main, furling jib, more. Unbelievably neat! \$4,500. Please call (510) 516-2877.

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HOLDER 20 WITH TRAILER & O/B. Retractable keel, large cockpit, small cabin. Great for lake racing or cruising. Almost new sails, main, 150% & spinnaker, plus older main, 100%, 130% & spinnaker. Asking \$3,500. Please call Dennis, (925) 294-2995.

WILDERNESS 21. Many sail, spinnaker, 4 hp o/b. \$3,800. (415) 456-6110.

24 ISLANDER. Roller furler, depth, speed, bulkhead compass, VHF, CB, jiffy reef. All lines led aft. Counter with sink, ice box, alcohol stove. Radio cassette w/speakers, battery charger, Porta-Potti, 9 hp outboard, 9 ft dinghy, anchor. \$3,000. Kevin, (415) 987-1313.

SANTANA 22. Complete with spare sails, trailer & other extras. Honda outboard. \$3,000. Please call (415) 461-4941.

CAPRI 18, 1991. Wing keel, jib, 110% genoa, main, 1 reef, vang, sail cover, pulpits, lifelines, compass, windex, inclinometer, bilge pump, fenders, Porta-Potti, stove, hatch boards, 2 anchors, trailer. \$4,800. (541) 770-1483.

22-FT SANTANA. Roller furling, new keel bolts. 6 hp outboard. Great Bay boat. \$1,950 obo. Motivated seller. (415) 331-8052.

18-FT HOBIE CAT. Good condition, extras, trailer w/box. Fast. \$750. Please call (415) 331-0902 or (510) 253-0136.

FLICKA 20, 1979. PSC outboard '94, custom interior with lots of storage. Complete new bottom in '94, dark green hull, tanbark sails, compass, knot, depth, VHF. \$21,500. (916) 722-6300.

23-FT O'DAY. Trailerable sailboat. Sleeps 4, 4.5 hp motor, sails & trailer included. Tabernacled mast. Must sell. \$4,000. Michael, (408) 792-0579.

24-FT DOLPHIN, 1969, Sparkman & Stephens. Fiberglass hull, main, jib, potty, VHF, sleeps 4, Palmer inboard needs work, bottom painted 3/97, little cosmetic touch needed. Sail really great. Berthed in Oakland. \$2,800. Call (415) 621-6558.

YANKEE DOLPHIN 24, 1973. Sparkman & Stephens pocket cruiser. Full keel with centerboard, fully equipped singlehander. \$9,500. Please call (530) 887-8462.

24-FT GLADIATOR. 15 hp Honda 4-stroke o/b, selftacking jib, 135%, 155%, spinnaker, custom cut dodger & cockpit covers, cockpit tenet, VHF, potty, sleeps 4-6. Full keel, stable boat. \$3,700 obo. Pictures: <http://www.dhdesigns.com/sailboat/index.htm>. Call David at (425) 806-7462 or davidhol@microsoft.com

CAL 20. New bottom, new rigging, new LPU on mast in '97. Two good mains, 1 Mylar & 1 Dacron jib, spinnaker. \$2,200. Also, Johnson 6 hp long or short shaft, less than 50 hrs. \$700. Call Jeff at (510) 215-2485.

CARINITA 21-ft mahogany. Professionally built, double framed, #3 in fleet. 2 jibs, 2 mainsails, genoa. All accessories. \$900 obo. 5 hp Tohatsu outboard. Excellent condition (30 hrs) & 2 gas tanks. \$700 obo. (415) 353-7371.

COLUMBIA 22, 1971, with rebuilt 6 hp Johnson longshaft. Excellent condition, loaded w/solar, EPIRB, VHF, depthfinder, water storage, 3 sails, roller furler. The perfect pocket cruiser! Located at Cal. Yacht Marina, Chula Vista. \$7,500. Please call (602) 274-2785.

SANTANA 22, #75. Good condition. 5 hp Evinrude longshaft, awning, located Owl Harbor, Isleton. Owner recovering from neck surgery, will arrange to show. \$2,900. Ph: (916) 483-5774, leave message.

RANGER 23, 1976. Tall rig. Great condition. New standing rigging, new compass, new VHF, Interphase Loran, '91 Johnson 8 hp, 6 winches, 3 mains, 6 headsails, 2 spinnakers, tabernacled mast, spinnaker & whisker poles. Sail & winch covers, boom tenet. 2 anchors. All lines led aft. \$5,500. (408) 475-6222.

SANTANA 22. Super boat for sailing the Bay. 6 hp Johnson. Main, jib & genoa, anchor & rode, running lights, all lines lead aft, sleeps 4. Excellent to learn on. Ready to sail. Berthed Berkeley Marina. \$1,900. Call Neil at (510) 649-8452.

AQUARIUS 23. Swing keel, sleeps 4, mainsail & jib, roller reefing, new mast & rigging. 7.5 hp Evinrude Yachtwin & trailer. \$2,000 at Inverness on Tomales Bay. (415) 669-7429.

CATALINA 22, 1996. Must sell. Bi-Data system (depthfinder & knotmeter), 2 yr warranty still left on the hull, wing keel, mainsail, jib, anchor, vinyl covered cushions, dining table, Porta-Potti, sleeps 4, 4 PFDs, new battery, 5 hp Honda, tandem trailer w/surge brakes. Excellent condition. \$12,500 obo. Call (916) 728-1743.

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28.5-FT COLUMBIA DEFENDER. Full keeled classic heavy fiberglass sloop with mahogany trim. Atomic 4. 6 ft headroom in main cabin. Excellent condition. New bottom paint '97. Ready for cruising or daysailing. Available with S.F. Marina upwind berth. \$12,000 obo. (415) 681-1351.

PEARSON 26. Main, jib, spin, new 9.9 Honda elec start. \$5,000 obo. Mike, (650) 943-0770 pager.

MacGREGOR 26X, 1995. Excellent condition, main & jib sheets led aft to cockpit. Complete with trailer, 40 hp Tohatsu engine, VHF, instruments, new bottom paint, swim ladder, custom boat & sail covers. Great Bay & lake powersailer. \$19,000. (650) 593-3482.

CLASSIC PEARSON TRITON 28, 1964. Sausalito hull #528. Rebuilt Atomic 4. Good standard, 150% genoa & working jib. New mast & cruising rigging. Lots of original equipment. All records. Must sell. Price dropped to \$5,900. Please contact Ben, (213) 482-9681.

28-FT ROZINANTE, 1962, HONALEE. Beautiful, simple, double-ended Herreshoff ketch built in Nova Scotia. New sails, multiple race winner in shorthanded & Master Mariner events. Outboard, autopilot, full cover, custom cruising interior. Excellent condition. Boat show winner! \$29,000. (415) 924-0767.

ISLANDER 28, 1977. Excellent condition. Tiller, autopilot, DS, VHF, Volvo Penta diesel, Harken roller furling, 2 anchors, rigging replaced '95. Asking \$18,000. Please call (510) 537-0109.

25-FT CHEOY LEE PACIFIC CLIPPER. Solid teak hull, inboard Ferryman diesel, very nice condition. \$8,250. Call for details, (510) 522-5404.

CHRYSLER 26, 1977. Fixed keel, DF, KM, VHF, Loran, heater, 5 sails, selftending jib, enclosed head, sleeps 6, bimini, mast steps, lazy jacks, 8 hp o/b, 6 ft dinghy. Berthed in Alameda. \$6,500. Please call (209) 935-1031.

EXPRESS 27, SWEET PEA. Sailed to a National Championship by John Kostecki & still fast. Competitive sails built by Santa Cruz sails. Trailer, motor, Sailcomp, knotmeter, depthsounder. See at Richmond Yacht Club. \$17,500 obo. Please call Karl at (925) 939-6515 or answering service at (925) 930-3636.

PEARSON ARIEL 26, BUILT 1963. Alberg designed, fiberglass. 3 mains, 3 jibs, 1 set like new. 6.5 Johnson longshaft outboard. Hauled August '97. Berthed Richmond. Asking \$4,500. Please call (925) 254-2671 after July 7th.

CATALINA 27, 1972. Excellent Bay boat. Clean & well maintained, fresh water 'til 6/97. Reliable 21 hp gas inboard, alcohol stove, 10 gal water tank, Porta-Potti, dinette model, sleeps 6, new sail, winch & tiller covers. Berkeley berth. \$6,200. Call George at (408) 934-0233 eves or (408) 998-3912 days.

CAL 2-27, 1996. Rebuilt Ferryman diesel, new bottom paint, other extras. Excellent condition. \$12,500. (415) 383-6208 eves.

ISLANDER 28, 1981. Excellent condition. Yanmar diesel, 2 props, 2 mains, 3 jibs, spinnaker, 7 winches, 2 batteries, charger, shorepower, VHF, compass, digital knotmeter, depthfinder, cassette stereo, 2 anchors, upgraded upholstery, many extras. Hauled 10/97. \$22,000. (510) 521-6243.

CATALINA 27. Atomic 4 inboard runs excellent, dinette interior, VHF radio, tiller, sleeps 6, 5 sails, knotmeter, depthfinder, boarding ladder. No blisters. \$3,900. (925) 938-9407.

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RANGER 26, 26 ft sloop. Good condition, great sailing Bay boat, complete sail inventory, rebuilt 6 hp Evinrude, VHF, knotmeter, 2 Danforths, BBQ & more. Priced below market at \$3,000. Rich, pager (415) 809-2310.

O'DAY 27, 1975. Atomic 4, roller furling jib, radio, depthsounder, autopilot. Had a stroke, must sell. \$6,500 obo. Call (707) 224-5471 or Bob Hall at (415) 321-5695.

26-FT PEARSON, 1976. Pocket cruiser with elegant shape & sheer. Fast & safe family boat. Sleeps 5. Bristol condition. Reconditioned sails, well maintained '86 Yamaha 2 cyl 9.9 o/b, VHF, DS, KM, Loran, stereo, ample D/C & A/C power, safety equipment. \$8,900 obo. (650) 369-7011.

CONTESSA 26 WITH TRAILER. Sistership to one sailed by Tania Aebi & BJ Caldwell. Newsails, Datamarine instruments, dodger, Loran/plotter, VHF, roller furler, 8 winches, lines aft, epoxy bottom, Evinrude o/b. Steal at \$10,000 firm. Call Dave at (510) 636-3512.

CATALINA 25. Nearly new 1981 model with a fixed keel. This vessel comes with a prime Gashouse Cove berth. Many upgrades & features that must be seen to appreciate. New sails & Honda o/b. \$10,500 firm. Call (650) 964-6976, eves.

OLSON 25, #117. Tahoe sailed, many trophies, excellent condition. Race equipped, attractively finished cabin. \$7,500. Superior road trailer, \$2,500. On a Lake Tahoe buoy, will deliver to region. Lee, (530) 898-0828 or (530) 525-6526.

CONTEST 27, MUST SELL! Classic fiberglass half-tonner, solid & fast. Mahogany, teak, holly below. 5 good sails, newly serviced outboard, documented vessel. Loran, Porta-Potti, stove. Everything you need to sail the Bay in style & speed. \$4,900 obo. Fred, (707) 965-9165.

BALBOA 26. Swing keel. Dinette model, sleeps 5. Tandem axle trailer with new tires. 2 mains, 3 jibs. 9.9 Johnson longshaft, electric start. Last 3 yrs in Clear Lake. Cockpit cushions, Porta-Potti, lifejackets. \$6,575. (530) 473-5017.

SANTANA 525. Excellent condition. New gelcoat bottom & bottom paint. Near new 7.5 hp Honda 4-stroke. 5 sails & spinnaker. All exc, includes trailer. \$7,500. (209) 438-9679.

PEARSON 28, 1986. Great Bay & coastal boat. Yanmar diesel w/500 hrs. Dodger, aft head, boat is in excellent condition & shows like new. \$27,500. (530) 265-2070.

27-FT ERICSON, 1974. Great condition. 10 hp Chrysler o/b electric start w/remote controls, 12 gal built-in gas tank, 100%, 120% jibs, depth, speed, compass, VHF, stereo, carpeting & curtains, microwave, internal AC power. Cabin sleeps 5, V-berth, separate head, folding center table, sink, 25 gal fresh water tank, 2 burner alcohol stove. \$6,800. Please call (510) 623-7331.

WINDROSE 25, 1978. Swing keel with pop-top & vinyl cover makes complete enclosure so you can be snug with 6 ft+ headroom. Sleeps 4, large cockpit, a great camper. Solar panel, depthsounder, VHF, bilge pump, Porta-Potti, electrical panel, big battery, propane stove, 4 hp Johnson, all new in '93 & well cared for. New bullet-proof, heavy duty dual axle galvanized trailer (cost me \$5,500). Go anywhere: Mexico, Tahoe, San Juans? Sails like a champ, points like an arrow. Boat in Soquel. \$5,500. (415) 467-3844.

ERICSON 27, 1975. 3 sails, North main. EZ jacks, not installed, Autotiller, 15 hp gas inboard, standard equipment & layout, sleeps 5. Sturdy Bay boat with local fleet. Upwind Richmond Marina. Must sell. \$7,750 obo. Please call (510) 235-4860 or (510) 387-1173.

VANCOUVER 25. Bluewater pocket cruiser, Yanmar diesel, self steering, modified full keel, standing headroom, rigged for singlehand, etc. Hawaii & Pacific Islands vet. Will consider auto or boat as part trade. Berthed in Alameda. \$18,700. Call Robert, (209) 527-1572.

ERICSON 27, 1971. Atomic 4, new exhaust, Martec folding prop, sink, water system, 2 burner stove, VHF, depthfinder, 4 sails, 2 whisker poles. 6 Barient winches. All lines lead to cockpit. Teak flooring. \$10,500. (650) 343-4278.

CATALINA 270, 1996. Wheel steering, inboard diesel, roller furling, h/c pressure water, 2 show-ers, stove, Autohelm depth, speed & wind, VHF, trailer. Delivery possible. \$44,500. Please call (702) 345-0723.

CATALINA 25, 1983. Outstanding boat, fixed keel, 3 sails, 150%, pop-top w/enclosure, '94 6hp Evinrude outboard, custom 2 axle trailer, VHF, new Horizon speed, depth & wind, 6 ft hard dinghy, lots more! \$11,995 obo. Please contact (702) 348-1888 daytime.

OLSON 25, HONEY'S MONEY. Frequent race winner, dry sailed, Kevlar main & other Kevlar racing sails, extra set of sails, digital, 2 regular compasses, recent rigging, outboard, trailer. \$14,500. Also, near new Kevlar genoa, \$300. Call Jay, (925) 933-4885.

27-FT ERICSON, 1975. Sailboat with SF Marina berth (Gashouse Cove). Fiberglass sloop, gas inboard, mainsail, jib, radio, manual bilge pump, cabin sleeps 5, V-berth, separate head, folding center table, sink, 2 burner alcohol stove. Priced to sell. \$9,000 obo. (415) 386-1093.

AMPHIBICON 25, 1964. Looking for good home for boat built by my father. Fractional sloop, combination shallow keel/centerboard, cedar hull. Refurbished in '91 with West System & Dynel cloth & new mast/rigging. Hull & rig are very sound. New main, keelbolts, new o/b & much equipment. I have 2 boats, a new child & no time to sail. Will sacrifice for \$2,500 to someone who will enjoy her & take care of her. (650) 858-1640.

OLSON 25, HULL #44, BUILT 1984. Lightly used O-25 from So. Cal, currently drystored in Sausalito. Many upgrades, 6 sails (no spinnaker), lots of electronics, good trailer. Exc shape, sail away for only \$13,750. Rob, (415) 383-8200 ext 109.

CORONADO 25, 1967. \$2,200 electric start like new 20 hp Johnson in locked well. Roller furling jib, like new reconditioned main, hideaway lazyjacks, spinnaker, VHF, depthsounder, knotmeter, bow & stern pulpits, lifelines, lines lead aft. Porta-Potti. \$6,000 obo. (925) 228-1668.

CAL 25, 1967. Rigged for racing, cruising. 9.9 hp Johnson outboard, electric start, alternator. Excellent sail inventory. Pop-top, enclosed head. Needs some work. Must sell, \$2,200 obo. Call J. Dean at (415) 331-8148.

28' X 10' X 4' DOUBLE-ENDED fir on oak Garden design sloop. MD11C diesel, 50 gal fuel, 50 gal water, heavy ground tackle, windlass. Teak decks, heavy duty rigging. Dual batteries, charger, shorepower. VHF, Ritchie, Signet DS/KM. New sails & cushions '96. Large bright cabin with standing headroom. Wilcox enclosed head, tank. Full galley w/Adler-Barbour refer. West inflatable. Full boat cover. Just hauled, excellent condition. Safe, spacious family boat for Bay & Delta. \$14,000 obo. Alex, (707) 431-8114.

CHEOY LEE OFFSHORE 27, 1965. Yanmar diesel, recent Sutter main & 100% jib. Great Bay & coastal boat. \$12,500. (707) 937-1304.

25-FT NORDIC FOLKBOAT. Very nice condition. \$5,000 worth of professional woodworking last fall. Much brightwork. A very pretty boat. Seaworthy with full keel. Does well on the Bay. Asking \$5,500. (415) 381-0927.

ISLANDER 28, 1977. Looking for a responsive sweetheart? Make her yours with one of Robert Perry's best sailing designs. Sleek & high-pointing. Beautiful on a beat. And well appointed: Harken furler w/Pineapple jib, North Sails full batten main, new epoxy bottom from Svendsens '96. Atomic 4 rebuilt in '91. Holly/teak interior, sleeps 6, galley, solid teak dining table, legal head. Depthsounder, VHF, stereo, anchors, running lights. Sweetest Bay boat you'll ever own. \$12,500 obo. (510) 835-0161.

PEARSON 26, 1977. Excellent condition. 1998 8 hp Nissan elect, '98 interior, head, VHF. Go see the rest & then inspect my bilgel \$6,900. Please call (415) 387-7617.

CHEOY LEE OFFSHORE 27, 1968. Volvo MD1 diesel, VHF, depth, dinghy & more. Great pocket cruiser/liveaboard. Sails great. Located in Humboldt Bay, Eureka, CA. Price reduced to \$7,800. Please call (707) 268-0428 for info or fax.

CATALINA 27, 1981. Traditional interior, Atomic 4 with new fuel line, Harken roller furling jib, new standing rigging & lifelines in '95, ready for haulout. Very clean. \$11,500. (707) 542-5817.

YANKEE 26, 1974. Sparkman & Stephens fiberglass design. Bluewater cruiser, singlehanded sailing, Autohelm, feathering prop, 2 batteries & charger, roller furling, spinnaker, extra sails, VHF, Loran, Kenwood stereo, microwave, propane stove, new carpet & paint. \$10,500. Please call (650) 871-2826 or (408) 798-3539.

CATALINA 25, 1982. Fixed keel, depthfinder, knotmeter, cockpit cushions, VHF, stereo, 9.9 Evinrude electric start/alternator, enclosed head. Excellent original condition! City of Richmond berth. \$7,200. (530) 637-5865 or email: cbatie@inreach.com

CATALINA 25, 1978. Pop-top cabin, galley, bathroom w/holding tank, fixed keel. New battery, 9.9 Johnson outboard, recently overhauled. 3 sails. Moored Morro Bay. Priced to move at \$5,600. Julie, (408) 454-9350.

O'DAY 28, 1980. Pineapple full batten self-flaking main, Pineapple club jib on removable forestay mounted boom, Atomic 2 diesel, rigged for singlehanded sailing, alcohol stove & heater. Excellent condition, lots of extras. Must sell (bad back). \$10,500. (209) 477-0853.

CATALINA 27, 1984. 11hp diesel, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, lifesling, main, 130% genoa, holding tank, Y valve, auto bilge pump, Tillermaster, traditional interior, tiller steering. \$12,000. Please contact (408) 778-0047.

27-FT CATALINA, 1980. 4 sails, new rigging in '94, 15hp Evinrude, 2 batteries, solar charger, 2 anchors, Porta-Potti, new VHF, depthfinder & more. Bottom in excellent condition. Trinidad paint included. Tomales Bay. \$10,000. (707) 878-2076.

HUNTER 26.5, 1987. New 8 hp Nissan, Tiller Pilot, 2 jibs, 2 batteries w/charger, cushions, VHF, GPS, cassette, propane grill. New halyard, teak & holly sole, custom interior, clean & dry boat. Fast & fun. Ready for Bay & Delta. \$12,000 obo or partial trade on bigger boat? Talk to me. Please call (415) 298-6242.

27-FT NORSEA, 1977. Cruise ready. Replacement Volvo diesel w/220 hrs. Aft cabin. All roller furling, great sail inventory, some new. Cruising dodger. HAM, VHF, autopilot, GPS. CQR, Danforth, refig, custom hatches, stove with oven, kerosene heater. San Diego. \$37,500. Contact (619) 277-0950 or email: SellNorSea@aol.com

H-28, 1961. Ketch, fir on oak, Yanmar, good sails, ground tackle. \$7,000. (415) 826-4469.

PEARSON 27 RENEGADE, 1969. Well maintained racer/cruiser. 7 sails (4 new), including 2 mains, 110%, two 150%'s, working jib with reefs, spinnaker with pole. Atomic 4, Hassler windvane, 3 anchors, DS, compass, windspeed/direction, 6 winches, bow roller, 3 burner propane stove/oven, woodburning heater. \$6,900. (415) 339-8817.



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CATALINA 25, 1981. Excellent condition, one owner, freshwater boat. Fixed keel, 110% & 150% jibs, spinnaker, double reef main, pop-top with cover, Porta-Potti, 2 sinks, stove, stereo, Honda 7.5, BBQ, swim ladder, trailer, photos available. \$9,500. (209) 431-5822.

SANTANA 27. New paint, new main & 110% jib in '93. Spinnaker & 150% genny. All lines led aft. Compass, DS, KM, VHF, stereo, 9.9 hp Evinrude with electric start. Much more. \$11,500. Call Tom at (415) 454-6527.

CATALINA 27, 1972, ORION. Well maintained Atomic 4, all lines led aft, jib, 110% & 130% gennies, spinnaker, VHF, Loran, AM/FM cassette, BBQ, near new cushions. \$7,500. Please call (415) 883-9061.

CATALINA 250, 1995. 8 hp Honda 4-stroke w/ alternator, furling jib, AF bottom paint, trailer, cockpit cushions, carpeting, butane stove. Boat is on Folsom Lake. Great Bay boat. VHF & extras. Asking \$17,400 obo. Showroom condition. Moving up. (702) 746-1367.

CATALINA 27, 1981/82. Dinette, galley forward, 2 burner stove. Enclosed head, holding tank. 11 hp diesel, main, 150%, 110% & storm. Selftacking equipment available. VHF, depth & speed, AM/FM radio. Bottom painted 3/98. Richmond slip. Asking \$11,800. (916) 663-1171.

CATALINA 25, 1984. Beautiful condition. Fixed keel, 8 hp Suzuki outboard, 2 mains (1 new), jib, genoa, spinnaker, VHF, compass, enclosed head, holding tank, gimbaled galley stove, liferaft, battery charger, 2 anchors, many extras. \$9,500. (925) 672-9972.

COLUMBIA 26 MK2. Good condition. Clean & comfortable. Equipped & serviceable for Bay sailing and/or liveaboard. \$2,800 negotiable. Lvr message for Chris at (415) 453-5259.

COLUMBIA 28, 1972. Crealock designed. Turn key sailboat. Clean & well kept. New diesel, rigging, sails & interior. Enclosed head, propane stove, tiller, 6 ft headroom. Just add beer, ice, food. Sleep at Angel Island tomorrow. \$7,900 obo. (415) 331-5067.

NORSEA 27, 1992. Factory built, original owner, Yanmar, aft cabin, vane, AP, 3 axle trailer, refriger, CQR, chain, VHF, depth & much more. \$65,000. (719) 486-0856.

CAL 28 SLOOP. F/G. New diesel engine. 3 H sails. Like new, fully battened mainsail. 1 gennaker, teak decks, 2 anchors, 3 props. \$7,950 obo. 26 ft cedar on oak sloop. 7.5 Evinrude. 3 sails. \$1,500 obo. Please contact (510) 251-9536 or pager (510) 389-1553.

CAL 2-25, 1979. Totally redesigned from original Cal 25, same high quality. Features of big boat (Yanmar diesel, Edson wheel steering, 6 ft headroom) in a size easier to handle. New main & working jib, good genoa. \$5,000 obo. Please call (510) 540-6960 or (510) 559-8942.

29 TO 31 FEET

OLSON 30, 1979. Ballenger double spreader, 3 mains, 2 #1's, 4 chutes, staysail & more. 2 motors, dinghy, Sailcomp, GPS, VHF, Harken genoa leads & selftacking traveler, cover, 2 axle trailer with new wheels & tires. Drysailed, very clean. \$17,500. (805) 581-9220.

31-FT MARINER KETCH. Perkins 4-107, great liveaboard, well laid out, mahogany interior. VHF, DS, KM, KL, solar panel, LP range with oven. Extensive ground tackle. In La Paz. \$24,900. Phone/fax: (802) 223-6468 for details.

ISLANDER 30 MKII, 1975. Completely rebuilt 1/98 Volvo diesel, wheel, Harken roller furling (150%, 110%, reg 70%), 2 mains, all lines lead aft, lazy jack, perfect for singlehanding. Recent bottom job 9/97, no blisters. Immaculate new interior, beautiful teak in/out, complete deck/window seal job 4/98. VHF, knot, digital depth, legal head, cockpit cushions, BBQ, stove/oven, 2 anchors, recent lifelines/running rigging. Cockpit/exterior canvas, 2 swim ladders, new prop. Sausalito slip. \$17,900. Alex, (707) 763-8607.

COLUMBIA 29, 1967. Sparkman Stephens design. Great boat for great \$. Needs TLC. Please call (650) 343-0133.

ERICSON 30, 1985. Completely refit in '92 with all new mechanical, electrical, plumbing. Rigged for racing, singlehanding. Oversize rigging, all lines to cockpit, Universal diesel, Autohelm, GPS, radar, solar, roller furling, VHF, SSB, back-up sails, much more. \$42,000. (619) 427-8283.

30-FT PEARSON FLYER, 1982, (not a Pearson 30). Great Bay boat, weekender, club racer. PHRF 147, flush deck, fractional rig, 2 mains, 3 jibs, spinnaker, VHF, depth, knot, AP, Yanmar diesel, epoxy bottom. Sistership sailed OSTAR. \$14,000 obo. (707) 938-1181.

CAL 2-29, 1975. Ferryman i/b diesel auxiliary, wheel, binnacle, roller furling jib, new carpets, stereo, new upholstery, June '97 haulout, survey & bottom paint. Seller may help with financing. \$15,500. Call George at (925) 820-0460.

CATALINA 30, 1980. Roller furling, wheel, diesel, h/c pressure water. \$22,000. (415) 296-0396 or (510) 835-8960 eves.

30-FT STEEL CUTTER, Bruce Roberts design, launched in '93, Perkins diesel, crispy sails, oversized windlass, rock solid cruiser. Needs some TLC. \$37,000. (650) 568-1827.

ALBERG 30, HAWK. For sale to a discriminating sailor. Completely rebuilt plastic classic in very good condition. Excellent combination of ability & appearance. \$25,000. Call Steve 8-5 for inventory & details, (510) 865-6871.

COLUMBIA 29. Classic, Sparkman Stevens design. Comfortable, forgiving boat for Bay & coastal cruising. New main, selftending jib. New, large, open interior. 6 ft headroom. Great liveaboard. Clean, must sell. \$5,500/offer. (408) 461-0590.

CAPE DORY 30, CUTTER RIG, 1983. Rigged for singlehanding. Very clean, professionally maintained. Volvo diesel. Recent Hood sails, Profurl furler, Dutchman main system with jiffy reefing. New dodger. Lots of extras, including Zodiac. Quality, handsome boat for SF Bay & coastal cruising. \$37,500. (650) 343-5057 anytime or (650) 328-5031 before 9pm.

30-FT BIRD CLASS SLOOP, HUMMINGBIRD, #22. The only Bird with an inboard engine. Suitable for restoration. In the water & sailing. \$6,000. Ph: (415) 924-5204 or Fx: (415) 924-7042.

YAMAHA 30, 1979/80. Dodger, autopilot, spin gear, Lexan ports, rebuilt engine '98, Loran, recent upgrades. Great boat. \$23,000 obo. Please call (415) 824-1856 or pibbs1@aol.com or fax (415) 647-4533.

BABA 30, 1979. Large teak interior, Volvo diesel, sleeps 5, VHF, GPS, 406 EPIRB, roller furling, wheel steering, Monitor windvane, pressure water. Currently in dry dock for new bottom paint. 2 burner propane stove/oven. \$49,000 firm. Call (707) 374-5721.

ALBERG 30. Beautiful classic full keel sloop. Documented. Very sound original boat with minimal gear. All new thru hulls. No blisters. Engine out of boat. Needs some work to complete. Great Bay & ocean boat. \$7,900. (510) 521-1142.

CATALINA 30, 1989. Excellent condition in & out. Diesel Universal 25 hp, new dodger, sun cover, autopilot, radio phone Raytheon 33, in mast furl, main, Harken jib roller, GE AM/FM radio, laid teak cabin sole, Loran, much more. \$43,950 obo. Call (408) 637-8341.

NEWPORT 30, 1976. Popular cruiser/racer. excellent condition. Atomic 4 engine. Set of 12 sails range from racing to cruise quality. Stereo. Fully rigged, all gear goes with boat. \$12,000 obo. Berkeley Harbor. Please call (510) 841-1196 or (510) 525-2598.

29-FT OLSON, 1986. Last one built, 18 bags sails, drysailed, trailer, outboard, Signet Smartpak (spd, depth, wind, compass). Pacific Cup veteran. Carbon rudder. Asking \$25,000. (510) 623-4811 or email: dan_nitake@credence.com

COLUMBIA 29, 1968. \$4,000. Please contact (510) 448-4069 or (415) 337-5559.

NEWPORT 30, 1970. Full instruments, VHF, stereo, Atomic 4, near new radial full batten main & radial 90% blade (full hoist) 125%, 150%, spinnaker. Everything led aft. Good condition. \$11,000. (510) 796-7439.

NEWPORT 30, 1982. New upholstery in salon, teak interior, inboard 11 hp w/rebuilt head, CNG oven, head with shower, good sail inventory. She's a beautiful liveaboard & a great sailer. \$19,900. Please call after 7/9. (650) 952-0921.

AKIDO 30. Fiberglass spin-off of Eric Tabarly's *Pen Duick V* (San Francisco to Tokyo record holder for 25 years). Full sails, Yanmar, VHF, GPS, upgraded electrical, Autohelm instruments, 6 winches, ground tackle. Asking \$18,500. Call Michael at (510) 653-8815.

ISLANDER 30 BAHAMA, 1978. Great boat, roomy, ready to go. Good sails, Atomic 4, depth, knot, oven, radios, etc. New bottom. Liveaboard or great sailer. Don't delay, it's summertime! \$19,500. Call (415) 531-4984 for details.

ISLANDER 30, 1984. Excellent condition. Teak interior, wheel steering 4000 Autohelm, Yanmar diesel, club jib, CNG stove w/oven, VHF, AM/FM w/cassette stereo. Plus many other extras. Has had a lot of TLC. \$31,500. Please call Edwin at (415) 661-2182.

LANCER 30, 1979. Clean boat, ready for the Bay or beyond. New bottom paint 6/97, Yanmar diesel, tabernacle mast, Autohelm, electric windlass, pressure water, VHF, KM, DS. \$15,500. Also, new Barlow #28 S/T winch, \$550. Call (209) 948-6465 dyls or (209) 463-1018 eves.

29'6" GLASS OVER WOOD. Strong, stout sailing/cruising cutter. Hand sewn sails, sliding bowsprit, 10 hp Honda o/b, loaded with teak, sweet looking. Unique. Unique owner wanted. Offer. (707) 938-2110.

CAL 2-29, 1974. Very solid, clean, well maintained boat. Low hrs strong diesel, wheel steering, full batten main, 3 headsails, new lifelines, inflatable, KM, DM, shorepower, legal head, shower. 2 anchors & chain, pressure water, VHF, stereo, LPG stove w/oven, 5/98 bottom (never any blisters) & \$2,000 upgrades. Lots of extras included. 2nd owner, family changes demand sale. \$13,750. Please contact David, (650) 533-3053 or email: boat@zachary.com

RAWSON 30. Excellent cruising boat. Yanmar diesel. \$10,500 with trade in of trailerable boat. Located in Sacramento. (916) 489-9898.

HUNTER 29.5, 1996. Roller furling jib, full batten main, wheel, Yanmar diesel, dodger, marine stereo, VHF, GPS, Raytheon radar, Raychart/Seataalk/C-Map, AP, wind, knot & depth, refriger. 2 burner propane with oven, teak interior, h/c pressure water. \$55,500. (541) 469-6812.

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31-FT PACIFIC SEACRAFT MARIAH, 1978. 2 cyl Yanmar diesel & sails barely used. Cutter rigged, beautiful teak cabin, very strong hull, very high quality. Priced low because lacks radar, watermaker, roller furling, etc. \$25,000 obo. Please call (510) 540-6960 or (510) 559-8942.

32 TO 35 FEET

PEARSON 10 METER (33-FT), 1976. Excellent Bay boat! New Yanmar diesel w/less than 130 hrs. Autohelm 4000, stereo, 95%, 110%, 130% in good condition. New cruising spinnaker. Just hauled. Entire boat is in outstanding condition. \$32,500 obo. (707) 837-9311.

SHOCK 35, 1985, CYCLONE MALONE. Excellent condition. Late model Yanmar diesel. New racing sails, brand new Spectra halyards & sheets. Hydraulic backstay. Complete instrument package. Super fast & super fun! \$39,500. Call Jerry, (818) 884-9026 or (818) 988-6010.

SANTANA 35, 1981, AT EASE. Racer/cruiser, well maintained, well equipped, diesel, forced air heating, water heater, Loran, hydraulics, dodger, full instruments. Marina Village berth. \$33,950. (510) 769-1201.

HUNTER LEGEND 35.5, 1992. Immaculate, better than new. Save \$50,000+ over new boat same size. Exterior/interior spotless. Original owner. Many extras & custom features such as custom backstay adjuster & downhaul, dutchman flaking, Autohelm AP, 135% & 100% jibs, dodger, built-in GPS, etc. Fast, performance cruiser. Sistership has done 2 recent Pacific Cup races to Hawaii. Strongly built. Sistership in hurricane with no damage. Owner bought new boat. Motivated. \$75,000. (510) 945-7910 or (510) 932-9673.

ISLANDER 33, 1966 SLOOP. Bluewater veteran. Alberg 35 fiberglass hull beam 10 ft, draft 53 inch. Yanmar 2QM15 diesel, 3 blade cruising prop, 12 volt DC, sleeps 6, 5 sails. Auto windvane steering, 3 anchors & windlass, flush deck, salon headroom 6'3", propane stove & oven. Near Rio Vista, CA. \$18,500. Call Bryant at (916) 348-1256 or email: vernrath@inreach.com

NEWPORT 33, 1984. Fortman Marina, H32, Alameda. Unique cabin. Jib furling, AP, diesel w/ 600 hrs, sail covers, dodger, cockpit cushions & screens. Stove, refrig/icebox, speed/depth/wind, VHF, Loran, RDF. 2 headsails, main, gennaker & pole. \$36,000. (408) 476-8360.

SANTANA 35, 1979. Good condition. Fast. Winner in So. Cal. area. Diesel, new mast, strengthened floor, 8 winches, all new Spectra halyards & runners, all new sails. Anxious, I bought another boat. \$28,000. Call Ray (714) 894-1172, days.

SOVEREL 33, 1983. Light, fast, racer with excellent record. Lots of extras: GPS, AP, depthfinder, speed, etc. \$33,000 obo. (707) 746-0427.

CAL 34, 1969. Large interior, new upholstery, sleeps 6. Stove, oven & microwave. New bottom, thru hull fittings. Reliable Atomic 4, dodger. Very clean, great cruising sailboat. Vallejo Marina. \$18,000. Make offer. (707) 795-5801.

35-FT CUSTOM STEEL SLOOP, 1997. Pilot-house style sailboat, (full keel) 5 ft draft, 12 ft beam, Perkins 4-107, 2 sails, radar, GPS, AP, laundry center, solar panels, inverter & much more. \$19,900. Health forces sale. Please call (619) 846-5879.

HUNTER 33, 1980. Excellent condition, fast, easy to sail. Wheel, Loran fishfinder, knotmeter, radio, like new main, 110% genoa, 2 sails, lazy jack, sleeps 6, stove, h/c shower, Yanmar 15 hp, new headstay. \$28,500 obo. Call (415) 421-8657 or (415) 675-5731.

ERICSON 35, 1975. Diesel, wheel, pressure water, refrig, swim ladder. Main, 90%, 110%, 150% & spinnaker. Radio, instruments, stereo w/cabin & cockpit speakers. Refurbished, excellent condition. Corinthian Yacht Club, B-3. \$26,000. Call Joe, (415) 824-0466 or (415) 456-6909.

WESTSAIL 32, 1974. Best in the Northwest! Quality factory finished boat. Beautiful teak & mahogany interior, engine upgraded to Yanmar, new sails, dodger, tabernacle mast, roller furling, radar, GPS, AP, lots more. \$54,000. For details: (253) 472-4664 or email: fairwind@worldnet.att.net

BALTIC 35, 1986. Performance racer/cruiser. Great aft cabin. Light use, many upgrades. 85%, 95%, 150%, 135% RF headsails. 1.5 oz chute. Teak cockpit & bridgeway. For sale at \$85,000. Call (408) 544-5757.

HOBIE 33 WITH TRAILER. New main. Nice boat, \$18,950. Also, Hobie 17 race, \$2,150. Serious inquiries. (253) 851-3339.

ALBERG 35, 1965. 9 sails including storm tri-sail w/mast track, diesel, propane oven, Paloma hot water, windlass, 150 ft chain, 35 CQR, refrig, hardtop dodger, selftail winches, covers for all wood. Two 10 yr owners put a lot of care into this boat. \$36,000. (360) 385-0825 WA.

WESTSAIL 32, 1974. Factory finished, well maintained & loved. Volvo 35 hp, VHF, depthsounder, rigged for singlehanding, all lines lead aft to cockpit. Good sails, great liveaboard. Diesel cabin heater. \$41,000. (415) 667-0392 or email: nfurman@jps.net

FAIRWAYS FISHER 34, 1977. Pilothouse ketch, world cruiser in beautiful condition. The Fisher is legendary in heavy weather under sail or power. Check this one out, or go to England & pay over \$200,000 for a new one. \$82,000. Please call (510) 840-0258.

BENETEAU FIRST 35.5. Well maintained, proven offshore racer. Clean, comfortable cruiser. \$74,500. (415) 309-6187.

WESTSAIL 32. Ready for cruising/liveaboard. Factory built, recently refurbished. Beautiful interior, electric head, shower, h/c pressure. Much more! \$58,900. All details, photos, Westsail history at www.moonbase.com/ccd/wings/ or call (510) 787-4700.

NEWPORT 33, TIGER BEETLE, 1985. Tall rig, deep keel, solid coastal cruiser & competitive offshore racer. '96 Singlehanded TransPac competitor, 3 jibs, spinnaker, main (other inventory available), autopilot, Harken roller furling, wheel steering, custom boom & rudder, transom steps, Force 10-heater. 21 hp Universal diesel, Martec prop, propane stove, many extras. Berthed Alameda. \$37,000. Please call Rob Macfarlane at (510) 864-2839 for complete spec sheet or see <http://home.earthlink.net/~tigerbeetle>

CALIBER 33, 1989. Bristol. Profurl, Hood sails, Autohelm 4000, Loran, Datamarine instruments, ICOM VHF, propane stove w/oven, h/c pressure water, Yanmar 3GM-30. Dodger, full battens main, lazy jacks, all lines to cockpit. \$69,000. Please call (650) 325-7135.

HUNTER 33, 1980. CF3037GW. Cost \$44,000 new, bluebook \$23,000 to \$24,000. Good condition, maintained. Yanmar 15 hp diesel engine, excellent condition. New compass, Autohelm. \$20,000 solid. Berkeley Marina, L-108, by appt. Mark at (510) 540-0535, lv name, phone & msg.

ERICSON 35. Passagemaker, ready to sail to Hawaii, cutter rig, diesel, custom interior, galleys, spinnaker, windlass, CQR, Aries windvane, wheel pilot, solar panels, propane shipmate & heater. Pressure water, Wohler hot water, refrig, dodgers, tropical awning, more. Original owner. \$33,000. (707) 374-6364.

33-FT STEEL, 1988. Offshore cutter, Mexico, Hawaii, Marquesas & Alaska vet. 7 sails, new 30 hp Perkins, Monitor windvane, 11'2" beam, 2 chine heavy displacement full keel. Insulated with sprayed foam. USCG documented. \$31,000. Call (503) 234-6791.

PEARSON 34, 1984. Quality performance sloop. New dodger, canvas, bottom paint 8/97. Beautiful teak interior including teak/holly sole, stereo, range with oven, h/c pressure water, roller furling, VHF, STW, DS, KM. Great sailing cruiser. \$45,000 obo. (916) 484-3016 or <http://members.spreed.com/donovan32/>

32.6-FT PEARSON VANGUARD, 1967. Good condition, wheel, modified for long distance cruising, Atomic 4 in good shape. 9 bags of sails, electric windlass, beautiful varnished dinette interior. \$20,000 obo. (408) 258-9684.

32-FT BRISTOL BAYTYPE double-ender. Alaska rough water vet. Hull, wiring & running gear recently redone. Excellent work, tow, fishing or party boat. Great running Chevy industrial 6 cyl. Plenty of deck space. Ready to go. \$6,500. Mike/Skip (925) 458-1606.

32-FT STEEL CUTTER, 1990. 12 ft beam, full keel, Albin diesel, windlass, VHF, stove, refrig, water heater. Needs sail, winches. New boat trade/truck/cash. \$18,000. (415) 956-2528.

CLEANEST, NEWEST PEARSON ALBERG 35, 1963/98. Extensively refurbished: from a brand new Yanmar diesel to brand new standing rigging/turnbuckles, etc. This boat is beautiful & in bristol condition. Asking \$34,000. Call (650) 286-9963 or pgr/vcmal: (510) 310-8267 or skylonda@aol.com or www.latitudemedia.com/alberg

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CHEOY LEE OFFSHORE 35, 1979. Perry design, recent refit, Pro-furl, electric windlass, Awlgrip spars, new ST winches, radar, GPS, AP, windvane, solar panels, new canvas & cushions, many extras. \$48,900. Principals only. Please call Rick, (510) 522-2886 wrk.

32-FT VALIANT, 1976. Perry bluewater cutter. Brand new Sterling topsides, epoxy bottom, all canvas, cushions, running rigging, GPS, VHF, holding tank, LPG, batteries, Lexan, knotmeter. 5 sails, great diesel, 12 gal hot water, 80 gal fresh. Beautiful boat! \$49,900. (619) 885-0956 or wheetoo@msn.com

36 TO 39 FEET

CATALINA 36, 1994. Spinnaker, 115%, 150%, inverter, GPS interfaced w/Autohelm, walk-thru transom, all lines aft. Better than new! Look at this one before you buy new. Will trade for a Tayana 55. Call for an extensive list. Asking \$97,000. (702) 588-8957 or fax (702) 588-0149.

CATALINA 38, 1983. Health forces a great savings sale. Boat is in great shape, a cruising veteran with all the best gear. Over \$25,000 in new equipment & improvements in the last 2 yrs. Boat sale will include a slip in Monterey, CA. Boat is in fresh water at Pedro Miguel, Panama. Call or fax for list of equipment & improvements. \$40,000 obo with slip. Phone: (011) 507-232-4509 or fax: (011) 507-272-8105.

CATALINA 36, 1992. Like new, must see. Nicely equipped, GPS, dodger, VHF, Adler-Barbour. \$79,500. Please call days (916) 369-0500 or (916) 351-0413 after 6pm or (510) 849-9977 wkend.

PEARSON 38.5, 1984. C.C., 2 staterooms, dodger, full cockpit cover, Perkins 4-108, roller furling main & jib, heat, radar, GPS, WSD, DS, 285 ft chain, 2 anchors, inverter, diesel charger, Autohelm. Dry stored San Carlos, Mexico. \$75,000. Call Tucson, (520) 320-0194.

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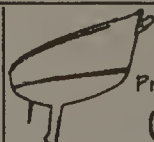
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FREEDOM 38, 1992. Like new, new UK sails, new spinnaker, Antal system for main, Autohelm instruments (AP, nav center, wind, speed, VMG, depth, compass, GPS), Maxi Prop, strobe, new bottom. \$125,000. Courtesy to brokers. Please call (209) 374-3355.

CATALINA 38, 1982. Mexico, Hawaii vet. Bottom paint, survey 6-4-98. Refrig, microwave, freezer. Mast steps, mast top nav lights. Lazy jacks, boom clutch, windlass, 2 Perkis, swimstep, cockpit bimini, table, cushions. Roller furling jib, 4 anchors, Autohelm. 110, 52 amp alts. PUR 35. \$49,000. (925) 691-6046.

ISLAND PACKET 38, 1988. Excellent condition. Major refit since 1995, over \$40,000 value. Windlass, Autohelm 6000, Watersurvivor 8011 watermaker, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz. New cruising sails, 50 gal auxiliary stainless steel diesel tank, stainless steel arch w/4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$159,950, no sales tax. Call eves, (530) 257-3948.

38-FT ERICSON, 1982. Awesome equipped cruising boat. All new Cetrek wind, speed, depth & AP. New windlass & remote w/300 ft hi-test 5/16" chain. Sun awnings for the complete boat. 5 batteries total 650 amps. 6 solar panels, Fourwinds wind generator, Balmari hi-output alternator, Heart 2.5kw charger/inverter w/Link 2000R with a back-up cruising equip. regulator. Monitor windvane. 10 ft dink w/9 hp motor. 4 person offshore liferaft. 3 main sails w/jiffy reef & lazy jacks, 2 jibs, 1 drifter & storm tri-sail. ICOM SSB w/backstay antenna & tuner, VHF & GPS w/external antenna. 3 burner propane stove w/oven. Propane BBQ, Adler-Barbour refer, watermaker, 8 mile radar, 40 hp 4 cyl dsl. \$95,000 obo. Write/call for complete dossier: Walt Lindsay, Calif Yacht Marina, berth 202 #131, Wilmington, CA. 90744 or (310) 816-2959 or email: proteus1@pacbell.net

VAGABOND-WESTWIND 38, 1985. Outstanding equipment: cockpit canvas, awning, winch covers, sail covers & weather cloths, elec windlass w/remote, 300 ft 5/16 hi test chain, 2 anchors, anchor washdown, 6 batteries, solar panels, Heart Freedom charger/inverter, Mariner Nav-5 system-master at chart table & remote at helm. Wind direction/speed, knotmeter, knotlog, depthsounder. Yanmar 3hm35f 30hp diesel, Furuno 1720 24 mile radar w/2 stations, GPS w/spare, 2 Furuno Lorans, Autohelm 3000 w/vane, Standard Horizon VHF, backstay antenna for SSB/HAM w/cable & groundplate. PowerSurvivor 35 watermaker w/spares, Adler-Barbour cold machine, microwave, 3 burner propane stove, rail mounted BBQ. Mainsail w/2 reefs, Jiffy-Reef system, lazy jacks. Yankee, tri-radial gennaker, selftending cutter staysail, more. \$89,900 firm. (415) 381-1698 or (888) 553-2237.



F.D. 37, 1978. Swan-like performance cruiser, beautiful teak interior, Profurl, NavTec, Barient 32 S/T winches, windlass, CQR 35 lb & 2 Danforths, 7 bags sails, new propane system, new Force 10 heater, 5 new batteries, new charger. Must sell, relocating. \$45,000. (415) 289-0514.

NANTUCKET 38, 1984. 2 S/R's, teak/holly sole. Major '97 refit incl new head, new Corian counters, new stove w/convect oven, new washer/dryer. Stall shower. S/T winches, lots of sails, new dodger, new teak decks. \$89,000. (415) 331-6165.

ISLANDER 37, 1967. Cutter with Perkins diesel, needs some work. She has a lot of cruising gear, can be singlehanded & the Tewksbury Navigation & Marine Co. fireplace makes for a great liveaboard. \$22,000. (415) 515-7656.

ISLANDER 36, 1977. Original owners. Never raced, excellent condition. Very clean. Deluxe interior, teak & holly sole, VHF, Loran-C, AM/FM, gel batteries, full instrumentation, Atomic 4. Halogen fire control system. Groco-K. \$48,000. Please contact (415) 221-0315 or randyj@hooked.net

LAPWORTH 36. Excellent condition, perfect Bay boat, ready to sail or liveaboard. Documented, new Perkins diesel, new cabin cushions, new cockpit cushions, full boat cover, Loran, VHF, depthmeter, autopilot, club footed jib, microwave. \$18,500. (707) 584-0311 eves.

HUNTER 376, 1996. Like new (approx 100 hrs on 36 hp Yanmar). Deep keel (6.5 ft), Autohelm depth, knot & wind instrument, Garmin GPS Map, Heart inverter, Martec folding prop & seawater refrig. \$127,000. (408) 353-3393.

IRWIN 37 SLOOP, 1979. Survey 1/98. Arriving Ensenada mid-July. Two: staterooms, heads, iceboxes. Mid-cockpit w/Sunbrella pilothouse, refrig, solar, ST4000, radar w/arch. New standing rigging, 70 gal fuel & 150 water. Perkins 4-108. Undamaged. \$50,000 pre-detailing, already bought replacement! Contact: masmesa@aol.com or fax: (805) 772-1400.

38-FT INGRID, BLUEWATER BOATS hull & deck, ballast in, tanks in, interior partly roughed in, have chain plates, spruce mast & wood for other spars. Yanmar diesel also available. Please call (415) 868-2401.

36-FT JACK LANG CUSTOM, 1981. Center cockpit, double-ended ketch. Perkins diesel, runs good. Lots of sails. Recent bottom & survey. Docked in Delta. Needs some work. \$6,500. Please call (707) 374-2170 dys or (916) 777-5582 nights & wkends.

37-FT TAYANA, 1981. Excellent condition, cruise ready. Loaded with full electronics, sail inventory, rebuilt 4108 diesel & transmission, new LP. Captain maintained & too many extras to list. Will fax or mail full inventory & photos upon request. Located in San Diego. Asking \$100,000. Call (619) 523-9459 or (619) 548-1123.

ISLANDER 36, 1978. Excellent condition, well maintained sloop cruiser/racer. 150%, 130%, 90% sails, Harken roller furling, spinnaker sail/pole & strut. Dodger, sun awning, wind speed/pointer, knotmeter, depth, running rigging, VHF, Loran, AP & many more accessories. Selling for family reasons. \$43,000. Call (408) 521-3081 & leave clear msg. See at <http://members.home.net/baldrige/boat> for further info.

HANS CHRISTIAN 38T, 1981. 24 mile Furuno radar, Monitor windvane, VHF, 85 hp Isuzu, rigid dinghy with sail & inflatable with motor. \$99,500. Lonnie or Carolyn at (415) 332-4166.

37-FT FIBERGLASS CUTTER rigged sailboat. Fin keel, ultimate liveaboard/cruiser, aft cabin, large salon, Perkins 104-8, electric head, Norcold refrig, finishing interior remodel. Please contact (415) 902-0186.

36-FT KETCH, 40 LOA. Excellent liveaboard. Steel hull, 50 hp Perkins diesel, head, shower, hardwood floors, propane, TV, etc. Excellent shape & very spacious. \$15,000 obo. Email me and I'll send digital pics and boat description. roberts@nuc.berkeley.edu or (510) 658-3976.

38-FT FARALLONE CLIPPER #18. New rigging, newly rebuilt engine, new wood stove, hull & keel freshly painted, hauled & surveyed summer '97. Beautiful wood mast, mahogany on oak frames, 2 mains, 150%, 120%, 180%, blooper, spinnaker, club. Redwood City. (415) 331-1116.

EXPRESS 37 DESIGNED SLEEPER. Winner of the '98 S.F. Cup. 1st in the '98 Golden Gate Midwinters Express 37 division. 2nd in the '97 Big Boat Series. She is exceptionally well equipped. All North '97 sail inventory including 3DL headsails, modern & efficient deck layout, conforming to one design rules by Easom Marine. New racing bottom in Oct '97, all high tech line running rigging & sheets, B & G electronics, SailComp, Quickvang. 2nd headstay w/Harken roller furler, many more extras! (650) 325-3357.

CAL 39 MKIII, 1981. Great condition. Volvo Penta, radar, GPS, watermaker, HAM/SSB, autopilot, solar, Montgomery with 2 hp Suzuki. \$71,000. (619) 850-5335.

40 TO 50 FEET

1982 MULL 45, located in South East Asia ready to go. For sale or will trade for racer/cruiser/one design on West Coast USA. Moving to SF, no time to sail it. Email: kjm@pc.jaring.my or phone/fax: (60) 3-248-2036.

40-FT CHALLENGER SLOOP, 1974. Full keel, in excellent condition & presently located in La Paz, Mexico. Fully equipped for cruising Mexico & beyond. We fulfilled our dream, now you can fulfill yours. Price negotiable, \$65,000. Faxes to Alegria at (011) 52-112-5-59-00, for equip list & info.

CT 41 KETCH. Fiberglass hull. Teak house & interior, Perkins diesel, radar, inverter, solar, AP, windvane, fireplace. Beautiful, strong world cruiser at a very low price. \$59,000. Now lying SF Bay Area. Fax address to D.W., Content, c/o Kinkos for list of extras. (510) 644-9704.

PASSPORT 42, 1981. Outstanding liveaboard, rugged world cruiser. Lovingly maintained. Cruise equipped. Much new gear. Zero hrs on rebuilt engine. This boat is loaded. \$159,500. For extensive inventory call (604) 488-1096. Net: <http://www.sentimentalflowers.com/passport>

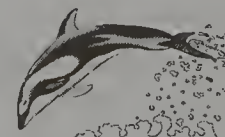
45-FT FERROCEMENT CUTTER, C-BREEZE. Sampson Marine design. Death of builder forces sale. 90% completed. 53 hp Hatz diesel engine, hydraulic propulsion, steering, anchor winch. Deck hardware, much more included. Located in Sun Valley, Nevada. Estimated value \$150,000. Asking \$75,000 obo. (702) 828-3471.

41-FT MORGAN O/I, 1980. One owner, cruise ready. 5 kw Northern Lights generator new '91, refrig 6.6 cubic feet new '96, 110v freezer w/new coldplate & compressor '96, 500 gal watermaker, dinghy with motor, new upholstery main salon, new waterheater, liferaft, full enclosure cockpit, sun canopies, Furuno radar, EPIRB, Autohelm 7000 AP new '91, Kenwood TS-430 HAM radio/SSB with auto antenna tuner, Magnavox MX 100 GPS, Micrologic chart system. VHF radio, Harken furling headsail, TVs with VCR & satellite dish, AM/FM stereo with speakers below & cockpit, galley counter top Corian, teak & holly sole throughout the boat, all interior & exterior teak varnished. Boat is in mint condition, hauled & painted 4/98. Located Marina Del Rey. \$130,000. Please call (310) 823-1913.

CAL 2-46 SLOOP. Full keel, 5 ft draft, 380 gal fuel, 170 gal water, range 1,800 miles. Perkins 4-236 diesel, 2 staterooms, 7 ft bunks, 6 ft headroom, stand up engineroom, roller furling main & jib. All elec galley, microwave, 13 cu ft refer/freezer, full electronics, elec windlass. 1997 survey at \$350,000 replacement, \$135,000 market value, \$130,000 sale price. (907) 747-3366, Sitka, Alaska.

CT 41 KETCH, 1974. Bluewater sailer. Super deluxe interior. Forced air heat throughout, h/c water to shower & galley, refrig & freezer, all electronics including R20 radar. Chrysler 60hp diesel, 400 hrs since new. Teak decks. Full race ready. \$68,500. (805) 235-5442.

CLASSIC INGRID KETCH, 1939. Seasoned Pacific vet. Great liveaboard. 9 bags of sails, 4 anchors, skiff, more. Sound but needs TLC & engine installed. Moored in San Diego. Illness forces quick sale. Sail away for \$13,000 obo. (510) 548-6466.



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CATALINA 42, 1991. 3 cabin model, over \$25,000 spent upgrading in '96-'97, including a Profurl electric furling system for the genoa, Autoprop, new sails & Alpha 3000 autopilot. Located Channel Island Harbor, Oxnard. \$119,000. Call for detailed report. (805) 985-4650.

48-FT SAMPSON FERROCEMENT KETCH. Great project & comfortable liveaboard. Lots of extras. Wood stove, bath & lots of room. \$16,500 & will consider partial trade with majority cash. (650) 952-8626.

YORKTOWN 41, 1985. Center cockpit fiberglass sloop, roomy interior great for liveaboard/cruising. Easy to sail. 35 hp diesel, dodger, h/c water, shower, refrig, microwave. Hull, mast & engine in great shape. \$29,000/offer. (510) 523-4503 or <http://www.jetware.com/yorktown>

SERENDIPITY 43, 1983. Doug Peterson designed performance cruiser (Baltic 42 look-a-like), solid glass hull, spacious tri-cabin layout sleeps 9. Great liveaboard with many recent upgrades, including sails & electronics. Add autopilot & go. \$64,900. Rob at (206) 332-2083.

42-FT WHITBY KETCH, Brewer design, built Canada 1974. Draft 5 ft, Perkins 4236, 3 kw diesel gen, 300 gal water, 210 gal fuel. New sails, full batten main, Harken roller jib, batteries ('98), new rigging, canvas ('96). Wood Freeman AP, Hydrovane, 6 man L/R, hard bottom Avon, 2 o/b's, davits, electric windlass, HAM/SSB, VHF, GPS, storm sails. Large center cockpit, large frig/freezer, engineroom, 2 heads/shwrs. Serious cruising boat, excellent condition. Now cruising Eastern Med, ready to continue. \$90,000. rfrennie@hotmail.com

CT 48, CUTTER RIG SLOOP. Bluewater cruiser/liveaboard. Documented. Illness forces sale. Large aft queen stateroom with bath & separate shower. V-berth with connecting bath. Beautiful salon, large table, sofa & pilot berth. Open galley, microwave, propane stove. Gorgeous teak throughout. Retro-fit '97. New diesel engine, rigging, roller furling, newsails (with extras). New electronics: Autohelm Interphase. Autopilot, 32 mile radar, etc. New canvas & upholstery. 300 gal water, 300 gal fuel. Coldplate refrig/freezer. Excellent condition. Must sell. \$134,950. (619) 420-5838.

PUVIEUX 47, 1980. Center cockpit ketch. This beautiful magazine covergirl was formerly owned by Sylvester Stallone. Traditional clipper look with modern underbody. Galleon style aft cabin & full across forward cabin. These hard to find vessels are perfect for cruising or liveaboard. Just returned from Mexico, loaded with gear & ready to go. Call for extensive equipment list & specs. \$169,000. Life's too short to sail an ugly boat! (909) 925-9386.

43-FT STEEL, prize winning, "Boat of the Month", *National Fisherman*. Pilothouse, hardchine ketch. Designer Charles Withholz. Documented fishing boat, liveaboard. Sails well on all headings. Range 1,800 miles. Still fitting out. Still improving. Currently asking \$80,000. (916) 974-1886.

46 PETERSON BY FORMOSA, 1981. Roller furling jib/staysail, spinnaker w/gear, Monitor vane, CTP pilot, radar arch w/radar & 4 solar panels, Technautics refrig, Maxwell 3300 windlass 400' 3/8", Lehman super 90 hp. Documented. Fair condition. \$85,000. (510) 232-9515 or email: doctor@juno.com

42 X 12 FERRO/EPOXY ATKINS double-ended ketch, full keel, 2 cabins, great liveaboard. New Albin AD-2 diesel, h/c water, shower, galley, salon, insulated, wood stove. Many extras. No rig. North Bay. \$9,300 terms available. Please call (707) 769-1938.

45-FT EXPLORER CUTTER KETCH. New Navico autopilot, new Loran C, excellent bluewater cruising boat. Almost ready, needs you. Information flyer available. Asking \$90,000. Contact owner, (925) 229-4608 or pager (510) 677-6701.

51 FEET & OVER

FORMOSA 51 KETCH. Extensive refit '97/'98. In exceptional condition. Center cockpit, 3 staterooms, gorgeous teak interior. Teak decks redone, new Imron paint, new electronics, SSB, weatherfax, computer, watermaker, dive compressor, etc. Loaded & ready to go anywhere. Call (619) 420-3822.

IRVING JOHNSON'S LAST YANKEE. 65 ft LOA. Sparkman & Stephens design, Dutch built, Corten steel. New rigging, wiring, teak decks. Extensive update. Circumnavigation ready. Best offer, trade. Information package, \$10. Include your phone. Jim Friedlander, 3389 Sheridan #471, Hollywood, FL 33021.

HARDIN FIBERGLASS KETCH, Sausalito berth. Roomy liveaboard/world cruiser. Double salon plus 3 staterooms. Heavy glass hull & decks, 2 stations, watermaker, generator, SSB, radar, coldplates, many extras & spares. Classic style & character. Some trades (boat or property) or financing considered. Motivated. Asking \$121,000. Call (415) 331-5251.

ENCANTO, 60-FT STEEL SLOOP, built in '92 by Serge Testa. Strong, stable, comfortable, well equipped & proven circumnavigator. 12 bunks in 4 cabins. 2 heads with showers, 360 gal water, 160 gal fuel. 100hp Nissan diesel. Stern cockpit with dive platform, 12 ft dinghy, liferaft, radar, GPS, weather fax, SSB, wind self steering, etc. \$165,000. Consider trade of small boat or real estate. (510) 883-1337.

TAYANA 55 CUTTER, commissioned 1987. Popular 4 cabin layout. Efficient, spacious. Sleeps 10. Loaded & ready for world cruising. Rigged for singlehanded. \$290,000. Ph: (520) 760-2809 or fx: (520) 760-2856.

SKOOKUM 53 AUX. DIESEL KETCH, set up for extended cruising, fully outfitted & in good condition. Proven serious offshore vessel. Must sell, asking \$100,000 obo. (408) 475-5698.

55-FT CAMPER NICHOLSON YAWL (Nicholson 55). Strong, fast, transoceanic cruiser. Stringered F/G hull, aluminum spars, S/S rigging, oversized winches, Harken headstay, new decks, rebuilt Perkins 4-236 w/20 hrs, center cockpit/aft cabin. Book value \$180,000, steal at \$100,000 firm! (510) 215-0644.

55-FT VALEO. Genoa ketch motorsailer. Over \$100,000 in upgrades, from dinghy on davits to washer/dryer. Perfect for local, long range or liveaboard. 200 hp turbo charged Volvo. 9 knots at approximately 2 gal per hr. 800 gal fuel. 12-1/2 & 6 kw generators. Roller furling genoa & main. Single-handable. Remote controlled centerboard, stainless rigging, air-conditioned, gourmet galley, ice maker, wet bar, 3 showers, bath tub, full electronics. Located Marin County. Reduced to \$199,000. (415) 453-6127.

MORGAN 51 KETCH, 1977. 130 hp Perkins, 12 kw generator, autopilot, 11 ft RIB, davits. Upgrades/refurbishing \$130,000+. Partial list: E-glass/vynilester bottom, Kevlar bow, 22 stainless ports, Awlgrip hull & masts, mast wiring, Vacuflush head, San-X treatment & holding tank, thru hulls, valves, hoses, stainless fuel system, upholstery, interior matte varnish, oversize rigging, running rigging including blocks, dodger, windlass, exhaust systems, most plumbing, 80 amp charger, hundreds more. Outstanding condition. US built. \$175,000. Two boat owner. (415) 897-8209.

CLASSICS

33-FT DOUBLE-ENDED CRUISING KETCH. F. Herreshoff design, cold molded Port Orford cedar. Hull, deck, cabin interior, rudder, bowsprit done. Need engine & ballast keel. 8,000 lbs. lead, 1x19 SS wire, bronze hardware included. \$13,000. Bob Hogin, (510) 523-4388 days or (510) 523-0173 eves.

STEAL MY DREAM. My beautiful 42 ft wooden English pilot ketch has received major renovation & is nearly ready for a world cruise. My loss is your gain. \$16,500 obo. Located San Francisco Bay. Call Dave, (925) 370-8446 for info & pictures.

38-FT MATHEWS, 1927. Tri cabin, all original, interior bristol, exterior excellent. 1-3/8" Honduras planking on 2 sets of oak ribs, cabin is Philippine mahogany. 2 staterooms, 2 heads, galley & salon, excellent running Chrysler Royal Crown 8 cyl. \$20,000. Mike, (925) 210-3031.

CLASSIC 1938 WOODEN KETCH. Nice Alameda slip. Disability forces sale or trade. Call Michael at (925) 256-0144.

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the 18th.**



MULTIHULLS

HOBIE 20, 1995. Ultimate racing catamaran. Great in the Bay, in a lake or off the beach! Beautiful sails. Flawless condition. Caulkins trailer, cat box, beach wheels & harnesses all included. \$7,500 negotiable. Call Richard at (650) 364-0470.

37-FT SEARUNNER TRIMARAN. New interior, LP hull & deck paint, 4 sails, 27hp Yanmar, propane stove. Great electronics, holding tank & much more. \$45,000 US or trade for trailerable trimaran. Serious inquiries only please. Contact (604) 530-1046.

33-FT PIVER TRI, in excellent condition. Rebuilt in '96. Sitting in Conception Bay, Baja. Fully equipped, many extras. Was \$29,000, now \$19,500. For information contact: T. Millard, Listas de Correos, Mulege, BCS, Mexico or please fax: (011) 52-115-30190.

F-27 TRIMARAN, HULL #104. New nets & standing rigging, head, solar panel, autopilot, double water tanks, epoxied hull, trailer, many extras. Set-up for cruising, well maintained, documented. Please call Randy at (408) 353-2242 or randall@alink.net for details.

45-FT APACHE CATAMARAN, 1976/'97. Haha & Mexico vet, 20 ft beam, 3'6"/6'9" draft, documented, 3 staterooms, 2 heads w/showers, new systems added in '97 or '98 include: all elec, water & propane systems, girls head, Force 10 stove/oven & microwave, freezer, water heater, Heart inverter/charger/660 ah golf cart batteries, 4 KC-60 solar panels w/controller, Autohelm 6000+ AP, Furuno radar, plotter, GPS, EPIRB 406, Caribe 10X RIB w/15 Evinrude, davits. Other features include elec/propane refrig, low hr Yanmar diesel, PUR 35 watermaker, 6 sails incl roller furling, 2 GPS, 2 VHF, 2 inflatables with o/b's, windlass, 3 anchors, sun shades, 14 opening hatches. New bottom paint 6/98, many spares. \$168,000. Located in San Carlos, Mexico after 6/98. Please call after 6/12/98. (602) 899-2993 or email: lsailcats@aol.com

25-FT SEARUNNER TRIMARAN, 1982. West System, 2 axle trailer, Edson wheel steering, 5 bags sails, 9.9 Johnson, new paint, cushions, running rigging, roller, compass, stove, VHF. 1/5th the price of an F-24! Asking \$6,900. For pictures & information, (805) 546-9156.

52-FT CAT, ED HORSTMAN DESIGN. Glass over foam, 90% complete. Nice looking large main salon, large galley, 6 stateroom & 2 crew quarters, lots of equipment to complete. Partial list: Yanmar engine, 70 ft mast w/rigging, engine controls, hydraulic outdrives, hydraulic steering stations, hatches, ports, lots of 3/8" T & G oak interior, water tanks, fuel tanks, windlass with ground tackle, large electrical panel, AC/DC, windows, lots more. \$140,000. Call (916) 645-7608 or email: Jack@mindsync.com

HOBIE 21, 1989. Custom trailer, ToyBox. Refit '96, new: sails, tramp, rigging, rudders, covers, you name it. Current registration. Offers. Please call John days at (510) 569-3100 ext 208 or call (510) 339-1854 eves.



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REYNOLDS21, hotrod, 20+ knots, a very fast cat. Wider than stock, fathead Randy Smyth boomless main, giant spinnaker, spinnaker pole, 5 sails in all. Brand new Nacra rotating mast, selftacking jib performance foils, daggerboards & rudders, 2 hp Honda 4-stroke, solar panel, Autohelm plug-ins for GPS, VHF. Delta & Danforth anchors, custom folding system, trailer, compass. Possible to sleep in hulls, /great beach camper. \$9,900. Rocket, (209) 795-2723.

MacGREGOR CATAMARAN, 1979. 36 ft long, 18 ft wide. On trailer. Complete sails & rigging. Anchors w/chain. 2 ea 10 hp outboards. Fiberglass hulls. \$16,000. (805) 786-4101.

HOBIE 18 WITH TRAILER, 1983. Good condition, new jib, extra main. \$1,150. (650) 358-4924 dys or (650) 738-1477 eves.

CROSS 30 TRIMARAN, 1973. 9.9 Honda outboard. Fiberglass over marine ply, stove, VHF, microwave, TV/VCR, anchor, refrig, 12 volt, head, compass, sleeps 4, main, 100%, 150%, 155%, spinnaker, whisker pole. \$7,500 obo. Call David, (510) 232-4208 or email: DAVIDDUANE@aol.com

PIVER 24, NUGGET. Well built centerboard model, fold up wings. Tanbark sails, aluminum rig. Minor restoration needed. \$1,000. Dual axle trailer w/ surge brakes for tri. \$500. 6 hp Evinrude longshaft, \$400. Special package price, delivery possible. Pete, (415) 563-4421.

38-FT CATAMARAN. Fast, cruise ready. Double sink, stove, 2 heads, sleeps 6-8. All sails, 2 elec start o/b & more! Richmond. \$83,000/offer. Herb, (707) 664-1065.

CORSAIR F27, 1989. Trailer, 6 sails, Yamaha 9.9 hp 4-stroke, VHF, autopilot, pop-top cover, solar panel, propane stove. Sony AM/FM CD stereo, instruments including KVH fluxgate compass. Recently refinished mast & bottom. \$46,000. Mike at (800) 653-3832 M-F or (253) 627-5331 or susanns9@idt.net

FARRIER 680 TRI (mini F-27). Wide cabin version w/aft cabin, West System products, aluminum spars, roller furling, full electronics, 7.5 hp Honda 4-stroke. Farrier designed trailer w/electric winch, F-27 mast stepping process, 6 time Mexico vet via I-5 at 55. \$11,000. Bob, (408) 735-1794.

34-FT GEMINI 105M, 1996 CATAMARAN. Cruise in comfort with 3 staterooms & a queen size master cabin with a great view. 27 hp diesel, AP, GPS, Tridata, h/w heater, complete galley, roller furling. Spacious interior & cockpit. Income potential. \$107,000. Pease contact Ski. Telephone: (425) 481-2170 or (206) 664-5798 or email: mydynsks@heartstream.com

HOBIE 16. Good tramp, lots of spare parts & roof rack for van. \$850. (650) 363-2224, eves.

PROUT SNOWGOOSE 37, 1978/97. Solid, fiberglass production catamaran. Sleek, fast, world cruiser, gorgeous teak interior, 3 private staterooms & queen size berth, many upgrades. Comfortable, easily handled, cozy cockpit, Yanmar diesel, wind generator, AP, windlass, GPS, VHF, etc. \$99,500. (415) 331-8858. *Bagoose!*

CRUISING CAT PARTNERSHIP. Seeking 1-5 partners to share 33-35 ft cat on SF Bay/Delta, berthed Sausalito. Comfy accommodations for family or 2 couples. Charter income possible. Call Russ at (415) 924-9402.

POWER & HOUSEBOATS

83-FT COAST GUARD BOAT CONVERTED to liveaboard. Two 6-71 GMS2 gensets, lots of work done in '97 & still needs more. 3 staterooms, 4 heads & fireplace insert. \$60,000. Please call (925) 684-0944.

110 X 40-FT TWO STORY BARGE. Bar, restaurant, living quarters has solar & gen. Needs some work. Filled with foam. \$50,000. Please contact (925) 684-0944.

CRUISE-A-HOME. 40-FT FIBERGLASS motorboat. V-drive, twin screws, Chrysler-Nissan diesel, low hrs. Spacious liveaboard, separate bedroom, lots of closets, h/c water, shower/tub. Refrig, gas stove w/oven, VHF, depth, propane heater, twin nav stations. Great condition. \$33,000. Call eves, (415) 460-0349.

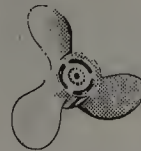
25-FT BERTRAM, flybridge, twin engine, outboard. Good for sport fishing. \$13,500. Please call (510) 382-6961.

38-FT CHRIS CRAFT, 1963. Steel hull, twin 440's, full size refrig, propane stove w/oven, 2 heads, bathtub w/shower. Needs to be put on the hard & finished. Includes welder, miter, router, etc. \$6,500 obo. David, (510) 232-4208 or email: DAVIDDUANE@aol.com

GRAND BANKS 36, 1968. New diesels, paint, varnish & bottom. Completely serviced & ready for cruising or liveaboard. \$63,000 obo. Please call (510) 522-2705.

30-FT MONTEREY CLIPPER, 1939. Built in San Francisco, current salmon permit, majored in '93-'95, fresh diesel, all electronics. Good fish catcher, turn-key operation. Historic boat, comes with SF wharf slip & locker. \$12,000 obo or trade for Toyota pick-up. (415) 674-9385.

30-FT CARGILE CUTTER FIBERGLASS house/ powerboat, 1973. Great budget liveaboard, shower, holding tank, refrig, stove, oven, etc. Gas Volvo i/o V8 needs rebuild, cost \$1,500 for do-it-yourselfer. \$2,000 obo serious, cash only. Please call (510) 540-6960 or (510) 559-8942.



PARTNERSHIPS

CAL 31. One opening available. VHF, 2 jibs, spinnaker, Perkins diesel eng. \$150 per month covers all. Alameda berth. Please call for details, (510) 865-5147.

CAPE DORY 25-D. Very clean, quality pocket cruiser with Yanmar diesel, standing headroom, full head, Navico Multi instruments. AM/FM/CD player & more. 50% equity, \$7,250. Tahoe Keys slip. (530) 542-1691.

1/3 FLEXIBLE TIME SHARE in clean Catalina 30 at South Beach Marina, SF. New sails, covers, rig & diesel. Pedestal steering. Free parking. \$325/ mo. (415) 731-4956.

CRUISING CAT PARTNERSHIP. Seeking 1-5 partners to share 33-35 ft cat on SF Bay/Delta, berthed Sausalito. Comfy accommodations for family or 2 couples. Charter income possible. Call Russ at (415) 924-9402.

TRADE

TRADE 1998 HARLEY DAVISON CUSTOM fatboy, no expense was spared in this beauty, only 69 miles since built. Can be seen in *Robb Report Magazine*, June '98 issue. Over \$35,000 invested. Will trade for sailboat 36 ft or larger. Please call (209) 486-6620.

TRADE 2 STORY COMMERCIAL BUILDING with full service cafe. All new equipment, turnkey operation. 1,000 sq ft apartment upstairs. Located Westwood, Northern, CA., 4 miles from Lake Almanor. Trade for cruising sailboat or trawler. John, (530) 256-3498.

WILL TRADE MY 4 LARGE adjoining lots, Houston, +/- \$12,500, for nice sailboat, cash or cash & trade. Lots are level, 54 x 130 and treed. Open to all offers & trades. Ross, (510) 451-2012.

WANTED

GOT A PASSION FOR WHALES? Make history with your boat. Gray whale research/documentary team needs donation of use of sailboat for migration studies during winters of '98/'99 & '99/'2000. Will be skippered by licensed masters with worldwide experience. Would like 60 ft+ with extensive sail inventory & motoring range, 2 private staterooms & bunks for crew of 8-9, radar, GPS, SSB, VHF, watermaker ideal. The talented team of intelligent, skilled & thoughtful researchers (including 2 of the world's top whale scientists) will treat your boat well & write history in the process. Please call (408) 643-0128 for details. Check us at www.graywhale.net. Donations can be made through the non-profit California State Monterey Bay Foundation.

30 TO 36-FT CRUISING SAILBOAT, with SF Marina slip rights. \$20,000 to \$40,000 price range. Mike at (415) 584-1858.

USED HIGHWAY TRAILER FOR CAL 20. Call (510) 284-2118.

WANT A GOOD HOME FOR A FREE BOAT! 19 ft wooden pocket cruiser with 2 Atlantic crossings. Very strong, kinda' pretty. Ready to sail out of the Berkeley Marina, not cruise ready. Trailer, outboard, autopilot. Love to sail? Handy with tools? (510) 540-0650.

WANTED: 8 MAN LIFERAFT, 406 EPIRB, Monitor windvane. Please call (415) 331-8250.

USED GEAR

PARTING OUT 1/4 TONNER, FUN. 31"6"x4" aluminum mast, halyards rod rigging, foil, \$850. Complete skeg rudder/tiller, \$200. New carbon rudder, \$500. 2"x4" centerboard, \$300. Spinnaker pole, \$150. Spinnaker, \$150. Drifter, \$250. Jib, \$150. Call after 6 pm, (650) 712-8991.

SPS (WOLTER) PROPANE WATER HEATER #300, new, never used, with flue transition hood, SS flue pipe, chimney, \$800. Volvo, model 3003, needs oil pump & light rebuild, \$2,000. 50 lb Danforth, \$200. Wilcox Cr. head, \$50. Standard VHF, \$75. (510) 236-0420.

ATOMIC 4, rebuilt '89, has Balmor high output alt w/reg installed '96, carb in '93. Also 20 gal SS cylinder fuel tank with valves. See at Mariner Boat Yard, Alameda. All works well! \$1,500 obo. Please call (408) 866-1590 or page, (408) 994-4972.

VOLVO PENTA TAMD31P, 150HP. Factory new, never installed. Comes with HS1 2.62:1 reduction gear, Drive Saver coupling model 504, additional power-take-off pulley, instrument panel with 17 ft harness, tachometer kit, 2 year factory warranty. Asking \$8,900. (408) 776-0549.

VILLAGE MARINE P1000 WATERMAKER, 220 volt single phase. 1,000 gal a day output. Good condition. \$2,500 obo. Call Andy after 5pm at (510) 237-0191.

MY CRUISING DAYS ARE OVER. For sale: SSB, liferaft, radios, charts, books, spinnaker, elec, snorkel, autopilot & much, much more. Call for list & details. (520) 797-7188 or email: KARENAZCAD.ATT.NET

VOLVO 2003 46 HP TURBO DIESEL. 1,000 hrs. Runs well, replaced with smaller engine. Includes instrument panel, electrical harness & manual crank. \$3,000. Martec folding 2 blade propeller, 18 x 10 x 1 inch shaft. Left hand. Great condition. \$300. (650) 966-8767.

CAL 20 SAILS & RAILS. Dacron mainsail in good condition, \$100. Mylar class jib, beginning to delam at foot, small hole near luff patched w/spinnaker tape, \$75. Aluminum stem rail (pushpit?), \$85. Wooden tiller, needs varnish, \$35. In Tiburon, (415) 389-9378 hm or (415) 383-8200 ext 103 wrk & voicemail.





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F-27 SAILS, SMYTHSCREECHER, Mylar/Kevlar, Harken furler, wire luff, excellent, \$1,500. Smyth tri-radial Kevlar racing main, full length Ratt battens, excellent, \$1,500. Call Rob Macfarlane at (510) 864-2839.

NEWPORT 33 SAILS: I: 43, J: 12.8, P: 37, E: 10.3. Hood 155% genoa 5.5 oz Mylar/Dacron tri-radial, foam luff #6 tape, excellent, \$900. 100% cross cut Dacron double headsail for wing on wing downwind, #6 tape used for Singlehanded TransPac, \$400. North 1/2 oz nylon tri-radial spin, 3/4 oz leaches, good, \$500. Hood 1.5 oz nylon tri-radial spinnaker, excellent, \$1,100. North 1.5 oz radial heady shy kite, fair, \$500. ATN spinnaker sock, \$250. North spinnaker sock, \$100. Rob Macfarlane at (510) 864-2839.

ANCHOR CHAIN. High test 5/8", \$6/ft. Perkins 4 cyl diesel, high volume pan, \$800. Marine antennas, RM 15, RM 20, RM 40, all \$50. Large Olympic diesel stove, needs work, \$100. New 12 volt stove motor, \$25. (408) 605-2461.

21 SPEED FOLDING MOUNTAIN BIKE, Montague. Stainless spokes, carrying bag, used only 3 times, top tube to crank center=18.5". \$450. Hillerange 3 burner plus oven LP stove, \$75. Call (408) 728-2915 or (408) 724-5722.

4 HP SEAGULL OUTBOARD, Silver Century model, reliable, very good condition. Little use. \$130 obo. Bill at (650) 341-6090.

3 CYL KUBOTA DIESEL, 855cc 18 hp, 2-1 gear box. \$2,700. 2 Chrysler Royal 8 cyl, FWC w/1-1 gear box. \$1,000. 2 monel shafts, 1-1/8" x 11-1/2, \$300. 2 1-1 velvet drive, \$1,000. 2 1-1/2-1 velvet drive, \$800. 28" teak spoke wheel, \$100. 36" mahogany spoke wheel, \$200. 14' Lido w/sails & trailer, \$1,200. 22' wooden fishboat, classic, \$500. Ask about other stuff. Johnny at (415) 824-8597.

POWER SURVIVOR 35 WATERMAKER. Like new, includes extra filter & Biocide, \$900. 200 ft 5/16" chain, \$65. 220 ft 9/16" 3 strand anchor rode, \$50. Alpha 10'6" windsurfer, 2 sails, carbon mast, carry bag, \$700. Call Ron, (209) 606-7112.

WANTED: YOUR USED SAILING equipment. Convert your overflowing dock box into cash. Heck, I'll even buy the box. Sold your boat? Still have those extras laying around? Inflatables, anchors, winches, windlass, electronics, sextants, outboards. Please call (916) 487-1481 or jchalais@ns.net

DANFORTH 125 LB ANCHOR, \$295. Johnson 10hp L/S remote, \$225. Mercury 10hp L/S, \$450. Evinrude 35hp S/S, \$225. Atomic 4 engine, \$875. Volvo 10hp diesel, \$950. Wood sailboat, \$1,900. Sailmakers sewing machine, \$395. Please call (510) 532-1332.

MAST, BOOM, SPREADERS, wood, box construction. Douglas fir. Gooseneck included. No rot. \$350. Call (415) 457-3273.

WINDLASS. Simpson-Lawrence 555 manual 2-speed, \$400. 100 ft of 3/8" PC chain, \$100. ABI stainless steel plow (CQR type) for 25-33 ft boat, \$250. Mac or Rose, (510) 749-0840 or message at (510) 333-1099.

TRAILERS

TRAILER FOR FIXED KEEL BOAT up to 3,000 lbs, 25 ft & 5 ft draft. Single axle but heavy duty construction, 15" wheels, \$900 firm. Trailer can be seen in Alameda anytime. Dry storage. Repair work. Sail Lake Tahoe! (650) 364-1589.

MISCELLANEOUS

AUTOHELM ST 6000 AUTOPILOT hydraulic system. Comprises: Hi flow pump, CPU type 1, rudder reference, fluxgate compass, control unit, installation & operators manuals. New, never installed. Original cost, \$3,200 plus. Quick sell, \$2,300. Bob or Peter, (510) 237-4141.

DRAFT REDUCTIONII Split lead bulb by Mars Metals Canada. 634 # with SS bolts. Cost, \$1,500. Sell \$650. Made for C & C 35. (408) 866-1590 or page, (408) 994-4972.

66 HP YANMAR DIESEL ENGINE, turbo charged, new in '92, never used. Stored & maintained on run-up stand. On display at Peninsula Marine Services. \$7,000. Please call (209) 664-0205 or (209) 525-4112, Dan.

FOR RENT/LIVEABOARD. 36ft trawler available Aug 1st in prime Sausalito berth. Charming 1 br/1 bath, large salon & enclosed aft cockpit, washer/dryer. Ample parking. Must see to appreciate. \$1,100. (415) 332-6870.

NEW HEART HF12-1200SU inverter. Raytheon 152 MF-HF SSB radio-telephone, Larsen custom spinnaker for Hunter Legend 37. Avon offshore canister 4-person liferaft, repacked 7/98. Weather fax, '98 Zenith VCR, '97 Trek 930 24 speed w/ Rock Shox. (415) 383-0684.

KOHLER 15 KW MARINE GENSET, 4 cyl diesel, 32v starting FWC, runs great, \$1,500 as is. Perkins 60 hp marine diesel, FWC, w/2-1 red gear, just serviced, many new parts. \$2,300 as is. Achilles 8 ft inflatable w/floorboards, o/b bracket, pump, oars, very good condition, \$300. Livingston 7.5 ft fiberglass tri hull dinghy, excellent, \$750. Evinrude 4 hp long shaft, new powerhead, waterpump, thermostat etc, w/tank. \$450 as is. 6 gal o/b fuel tanks, metal on plastic, \$25 apiece. Danforth 12, 22 lb high T. anchors, \$100, \$150 each. Danforth 25 lb deepseel, \$225. 100 ft 3/8 BBB, \$250. Call (415) 332-5233.

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FOR THE TRADITIONAL SAILOR: Plath sextant, full size, brass, \$400. 249 sight reduction tables, 3 vol., \$50. Walker Knotmaster taffrail log, MKIIIa, 3 spinners w/line. All items in excellent condition. Dry suits, heavy duty, 3 - sm, med, lrg. Good for survival suits, \$50 ea. (514) 457-3911.



THE SAUSALITO BOATBUILDERS' co-operative has moved to San Rafael & we're looking for new members. If you have a boatbuilding or repair project & need a shop, join us! Please call Peter at (415) 332-1582 between 9 am & 8 pm.

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MARINE SWAP MEET at Point San Pablo Yacht Club on August 8, 1998 from 0800 - noon. Location: 700 West Cutting Blvd, Richmond, CA. Directions from Interstate 101: take 580 E (Richmond Bridge), exit Canal, right on Canal, left on West Cutting, 1st driveway on right. From Interstate 80: take 580 W, exit Canal, left on Canal, left on West Cutting Blvd, 1st driveway on right. Sellers fee \$5.00, includes table, no tailgate sales. Reservations, Port Captain (510) 233-1046.

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BEST BUY IN PRIME LOCATION. 40 ft double finger slip in Emery Cove Yacht Harbor. 5 minute walk to Trader Vic's. \$20,000. Please call for more information, (541) 997-7742 or (650) 322-4448.

40-FT SLIP AT SAN FRANCISCO Pier 39. Great location. \$18,000 buys 36 years remaining on 50 year lease. Long term lease costs much less than rent. Call (650) 969-1680 for details.

36-FT UPWIND SLIP FOR SALE at Pier 39, San Francisco, \$13,000. Currently rented with positive cash flow. Please lv message at (800) 224-9717.

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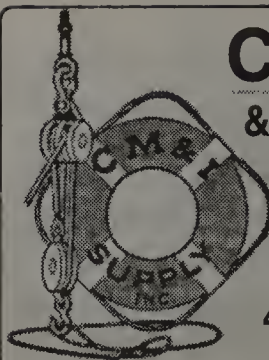
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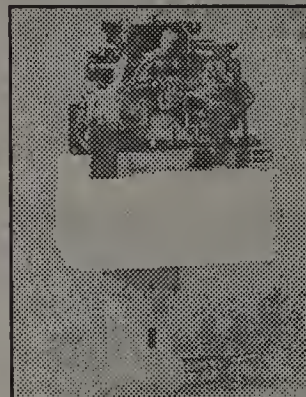
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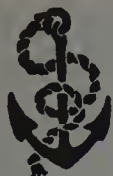


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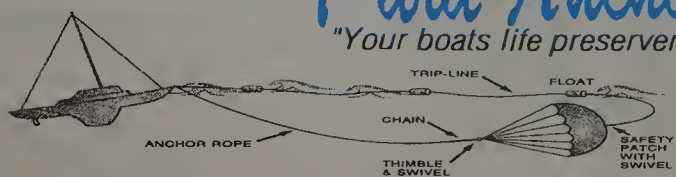
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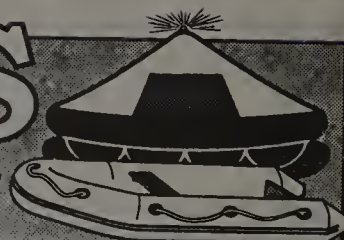
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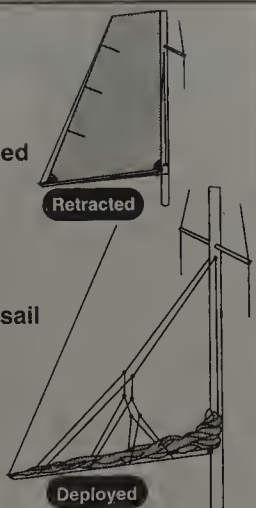
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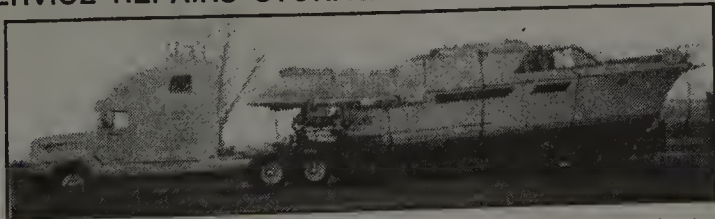
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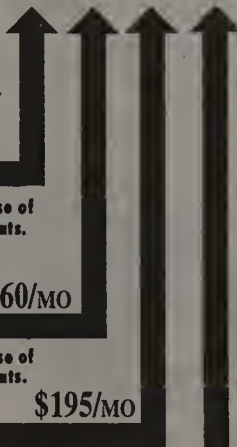
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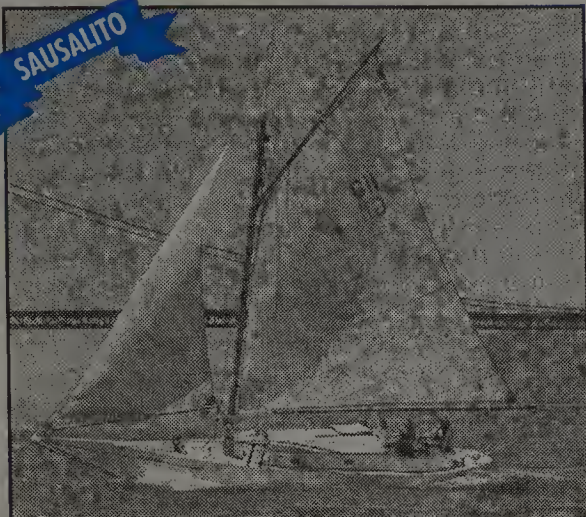


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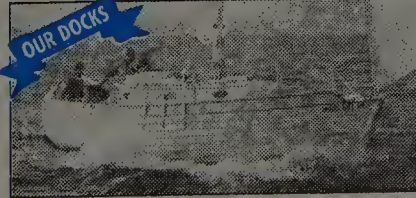
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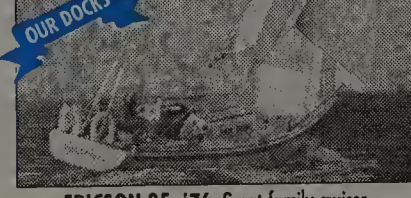
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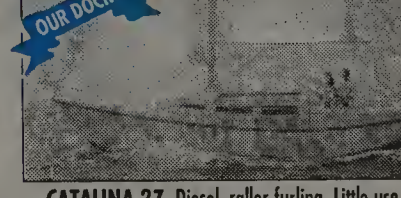
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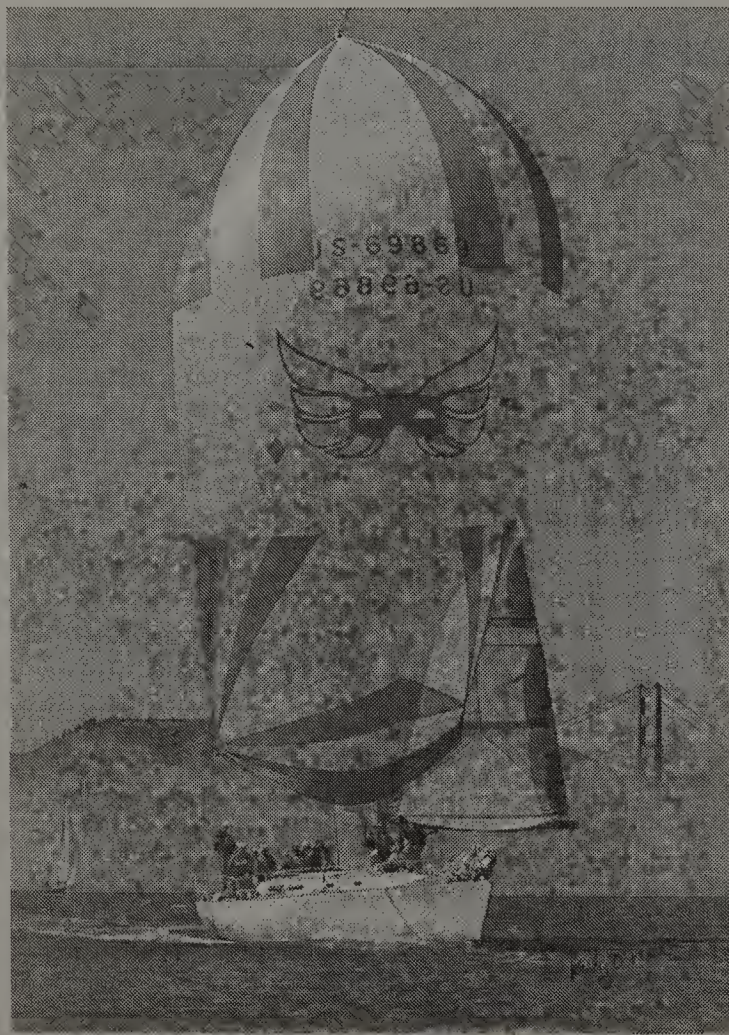


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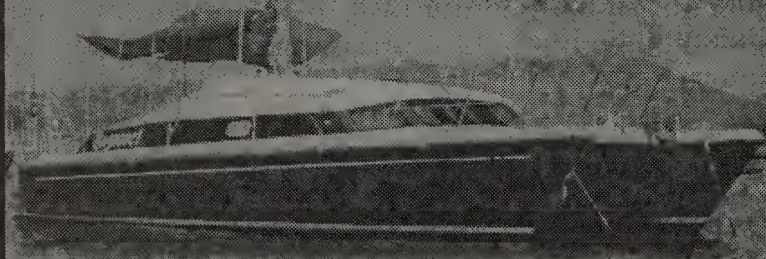
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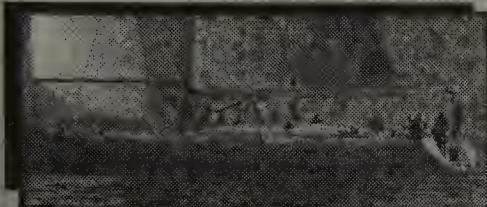
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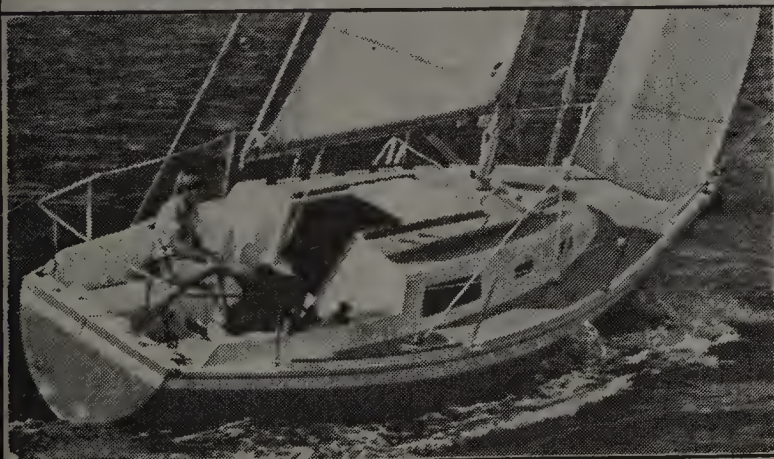


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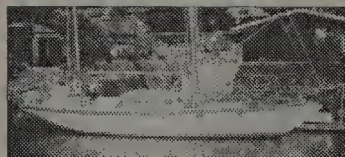
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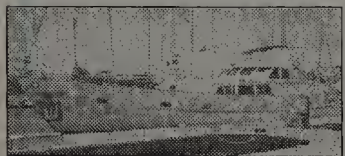
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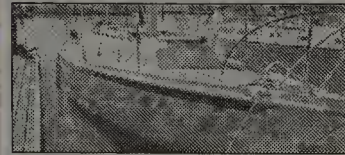
47' WAUQUEZ. Built in 1984, this is an outstanding example of this quality performance cruiser. 3 staterooms including 2 doubles, many recent updates.



46' BREWER. Commissioned in 1983, this Brewer 46 has an enclosed PH, cutaway keel with keel attached rudder. Dual steering stations and lovely teak/mahogany interior.



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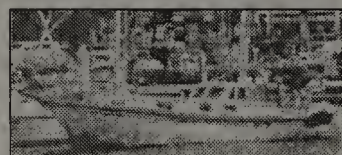
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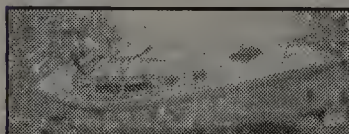
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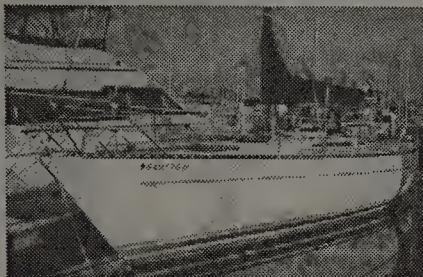
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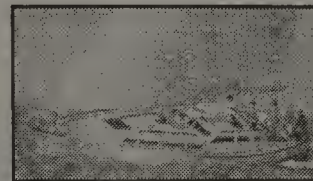
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45' GARY MULL CUSTOM 1981 NZ built, performance cruiser, new sails, teak interior with queen aft cabin, motivated seller. Asking **\$127,000.**



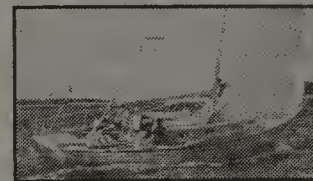
40' CLASSIC KETCH Monk designed, built in Seattle by Blanchard. Well maintained, diesel aux, autopilot, furling jib. At our docks. Asking **\$29,000.**



39' WESTSAIL Perry design. Beautiful custom interior, long list of quality gear including: 11' Avon w/OB, dodger, Aries vane, ham radio. Cruise/livebrd. **\$115,000.**



35' CORONADO Center cockpit, aft cabin, spacious layout for liveaboard/cruise, low hours on rebuilt diesel. At our docks. sistership photo Asking **\$29,500.**



35' HINCKLEY PILOT Sparkman & Stephens classic in fiberglass, Perkins diesel. Loaded w/gear & well maintained. Asking **\$65,000.**



32' WESTSAIL Factory built, strong hand-laid F/G teak decks. Excellent condition. **\$40,000/Offers.**



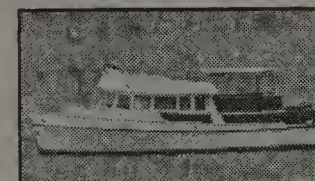
33' CHEOY LEE CLIPPER Ketch rig by Luders, FG to Lloyd's specs, quality cruiser. Dodger, Autohelm, Tri Data System, diesel heater. Asking **\$35,000.**



30' CATALINA, '81 Dodger, autopilot, roller furling, diesel. Real clean. Asking **\$23,500.**



33' PETERSON, '82 High perf. racer/cruiser, low hrs on Yanmar. Loaded w/sails & new gear in excellent cond. Asking **\$24,900.**



50' FLYBRIDGE TRAWLER US built, twin dsls, gen., many upgrades, roomy int. w/large deck area, ideal livebrd. Our docks. Asking **\$65,000.**



32' CARVER, '89 Express cruiser, 2 double berths, low hours on twin 454 V8s. 6.5 genset. Loaded, in excellent condition. Try **\$55,000.**

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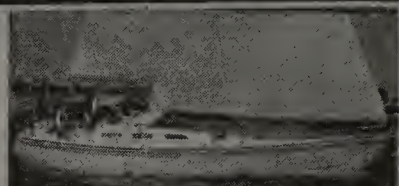
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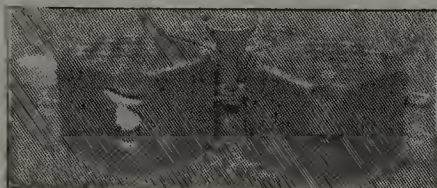
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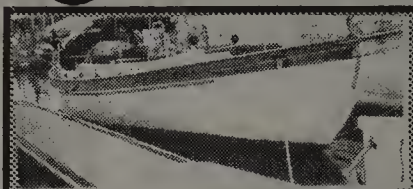
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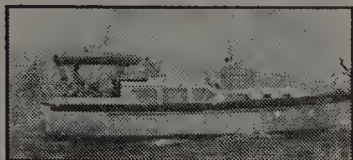
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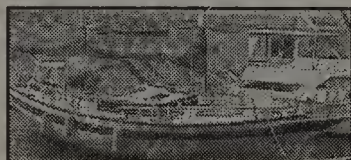
43' CUSTOM PILOTHOUSE, '87. Inside steering/nav station, 2 S/Rs, tub & shower. 110hp dsl, radar, GPS, sat nav, weather screen/fax w/backup systems. Dinghy w/davits. 6 North sails, s/t winches, bow thruster. \$199,000.



38' NANTUCKET, '84. 2 S/Rs, solid teak/holly sole. Major refit '97 incl. new head, new Corian counters, new stove w/convect oven, new washer/dryer. S/t winches, lots of sails. Exc. livabrd. In San Francisco. \$94,000.



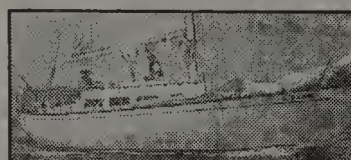
36' CATALINA, '89. Harken furling, full batten main, Lazy Jacks, dodger, awning, Achilles, O/B, autopilot, radar, GPS, refrig. A must see! \$73,500.



41' ISLANDER FREEPORT, '81. 2 S/Rs, master w/queen walk around, head, shower. Washer/dryer under V-berth, lots of storage. 85hp dsl, Trace inverter. Roller furl, s/t winches, dodger, canvas enclosed cockpit. \$89,000.



37' HUNTER, '85. Cutter rig, 710 sq. ft. of sail, roller furl, club foot staysail, s/t winches. Teak & holly sole, large private aft master S/R, head w/separate shower, vanity. Roomy salon, nav station. Light use, well maintained. \$59,000.



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34' PETERSON, '80, owner eager to sell!	39,990
31' ROWDEN FOLDING TRIMARAN, '95	93,000

PERFORMANCE SAILBOATS

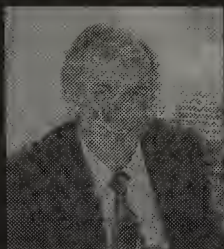
51' BENETEAU FIRST 51, '89, Frers design	230,000
46' KELLY/PETERSON CUTTER, '84, at our docks!	208,000
42' HYLAS, '88, two boat owner!	169,000
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32' ERICSON, '89, performance and comfort	67,500

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50' CALKINS

SAIL

50' CALKINS, '61, center cockpit	\$50,000
44' BENETEAU, '94, this boat is a "10" in every way	\$258,000
37' O'DAY, '79, Yanmar diesel	\$44,000
37' BANJER, '69, lots of gear	\$110,000
35' RAFIKI, '77/'78, diesel (rebuilt), AP plus windvane, more	\$52,000
33' INT'L ONE DESIGN, '61, beautiful & tradiitonal. Great on Bay	\$16,450
32' ISLANDER, '77, dsl engine, RF headsail, very clean	\$27,500
32' BENETEAU 32 R/C, '84, original owner, very clean, exc. sail invent.	\$38,750
31' SOUTHERN CROSS, '82, very nice offshore double-ender, Airex core	\$47,500
30' NEWPORT, '70	\$15,000
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30' LANCER, '79, new bottom paint '97	\$14,500
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26' BALBOA, '72, very clean Bay & coastal cruiser	\$9,500

25' YANKEE DOLPHIN, '68, 2'10" draft, board up, classic/Weatherly	\$7,500
24' FLICKA, '82, new O/B, lots of upgrades and a trailer too	\$22,500

POWER

58' HATTERAS, '72, twin diesel	OFFER/\$299,000
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37' BAYLINER, '69	\$110,000
37' DEFEVER, '77, diesel	\$74,500
36' REGAL COMMODORE 360, '87	\$64,500
36' UNIFLITE, '75, double cabin, air, generator, full canvas	\$52,000
32' REGAL 322, '95, twin 7.4 Mags, air, 5 kw gen., TV, VCR, CD, +	\$94,900
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28' WELLCRAFT COASTAL, '88	\$34,000
28' BAYLINER 2850, '89, King Cobra 460, radar, video depth & more	\$28,500
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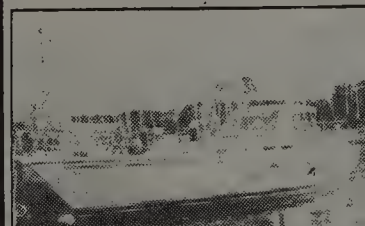
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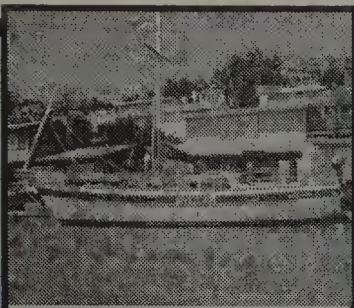
Morgan 45. Center cockpit, great aft cabin, dodger, bimini, davits, watermaker, genset. \$229,000



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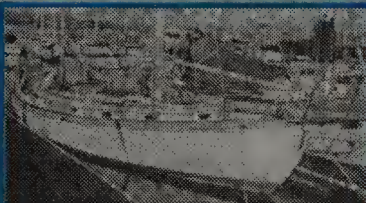
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39' WESTSAIL, '81. Close to a '10'. Many custom features. Sistership to Fairweather 39. **\$115,000.**



44' NAUTIC SAINTONGE, '78. Perkins 1-54. Major refit in 1990. Great accommodations down below. Excellent bluewater performance cruiser. Asking \$114,500.



TWO HUNTER 37s, 1979 and 1982. Great boats for cruising and liveaboard. Great prices... \$38,000 and \$45,900.



37' IRWIN, '80. Great liveaboard. Autopilot; radar on leveling mount. Great liveaboard and cruiser. **Reduced to \$49,500.**



36' ISLANDER, '78. Perkins 4-108. Great racing and cruising equipment. Autohelm 4000 A/P. Great boat for the Bay. Asking \$39,900. (sistership)



37' O'DAY, 1978. New rigging, batteries '97. Recent haulout. Separate aft cabin. Full cockpit enclosure. (sistership) Asking \$43,500.



THREE WESTSAIL 32s

32' WESTSAIL, '74, Sunseeker. Factory finish with custom interior. Seller moved out of state. **\$43,995**

Solstrand, 1975. Yanmar, low hours, SSB, roller furling. **\$45,000**

Christa, 1975. Yanmar, low hours, windvane, new tanks. Best looking interior of any Westsail! **\$49,500**



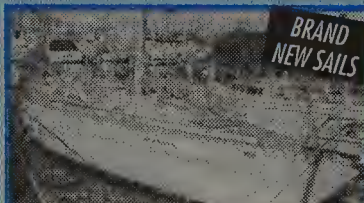
30' HUNTER, 1993/29' HUNTER, 1996. Both exceptionally nice boats. Both advertised in the low \$60,000s.



37' ENDEAVOUR, '79. Perkins 4-108, liferaft, dodger, windvane, solar panels, SSB, Ham, CB, autopilot, radar, +++. Asking \$55,000.



CATALINA 36, 1983. Complete dodger and enclosure. Electric windlass. Roller furling. ST winches. Autopilot. 2 separate staterooms. Asking \$55,000.



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Cruiser or PHRF racer with comfort. SF-Hawaii 12 days in 1995. Let's go again! Asking \$127,000.



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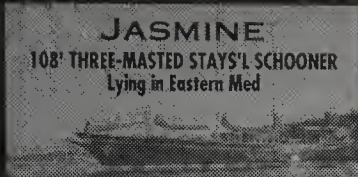


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62' LOA, 57' LOD JOHN G. ALDEN YAWL y Dauntless, '31. Lrg sail inventory, low hrs on dsl, new rig, full cover. **Legendary! Asking \$180,000**



32'6" LUHRS SPORTFISH Beautiful condition. Twin 6 cyl turbo dsls, tuna tower, radar, GPS, VHF, etc. Live bait well. Glass construction. Must see! **\$32,000/offers.**



48' STEPHENS FLYBRIDGE MOTORYACHT. Traditional tri-cabin design by top west coast yard. Twins, elect. winch, swim step, lots more. **Asking \$65,000.**



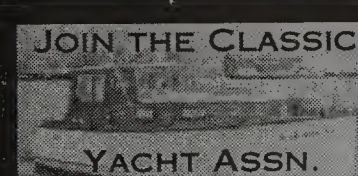
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28'x13.5' CATFISHER. Catamaran passagemaker. M/B dsl, full elect., 2 wheels, shower, 2 full double S/Rs. Huge space on deck & below. **Asking \$59,500.**



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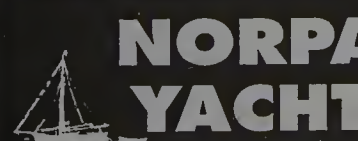


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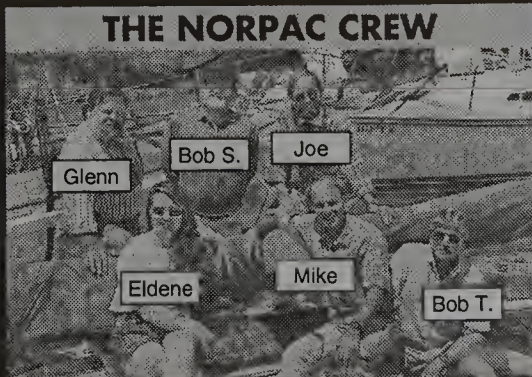
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 - 40' PH CUSTOM CTR, dsl, '91 ... 100,000
 - 38' CHANNEL CUTTER slp, dsl ... 22,500
 - 38' KETTERBERG ... 2 starting @ 9,500
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 - 36' OHLSON, inboard, Master Mariner ... winner ... 18,500/off
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 - 27' NEWPORT S, I/B ... 12,500
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 - 26' PEARSON COMMANDER, nice ... 6,500
 - 25' CHEY LEE PAC. CLIPPER ... 7,250
 - 23' BEAR slp by Nunes, exc cond ... 5,000
 - 23' HERRESHOFF slp, dsl ... 5,000/off
 - POWER**
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 - 36' STEPHENS sdn, '39, restored ... 30,000
 - 36' GRANO BANKS Class, all new ... 63,000
 - 34' STRIKER, steel, twm w/commercial crab/salmon license ... Ask 60,000
 - 33' CRUISERS Inc, twm, lk new ... 48,500
 - 33' OONZI Z-33, twm 454s, more ... 64,500
 - 32' STEPHENS, '47, sed. cruise ... 15,000
 - 31' RICHARDSON, cruiser, clean ... 18,000
 - 30' TOLLYCRAFT F/B, twins, fg ... 23,500
 - 30' MORSE COM'L TWLR w/gear, various lic's available ... 17,500
 - 30' CHRIS CAVALIER, exc cond ... 12,750
 - 28' PENN YAN EXPRESS F8 sdn ... 32,000
 - 27' REGAL Classic 233 w/trlr ... 45,000
 - 27' CHRIS Sed Skiff, V8, nice ... 12,500
 - 26' REGAL 255 XL ... 18,000/off
 - 24' BAYLINER TROPHY w/trlr, V8 12,500
 - 24' MARIAH CUOY, 1976, i/o ... 28,500
 - 23' CHINOOK PH, trlr, I/O, rdr ... 29,500
 - 22' BAYLINER EXPLORER, trlr, i/o 14,500
 - 22' FORMULA 315, I/O ... 15,000
 - 20' SKIPJACK, V8, I/O, trlr ... 13,250
 - 17' CRESTLINER w/tr & I/O ... 4,495
- THESE & MORE AT OUR DOCKS & ELSEWHERE

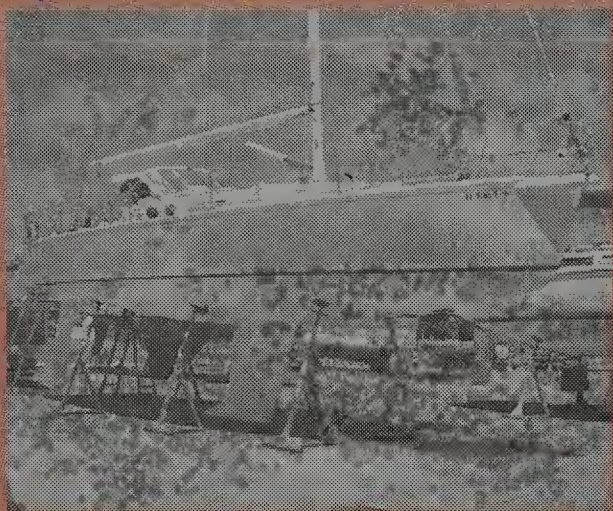


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40' DOUG PETERSON IOR DESIGN by EICHENLAUB
In aluminum. Large sail inventory, diesel, rad rigging and much more. This vessel is in good condition and is IDEAL FOR PERFORMANCE CRUISER CONVERSION.
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J/120 Puff

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 - Saburo Oniki, owner of Puff



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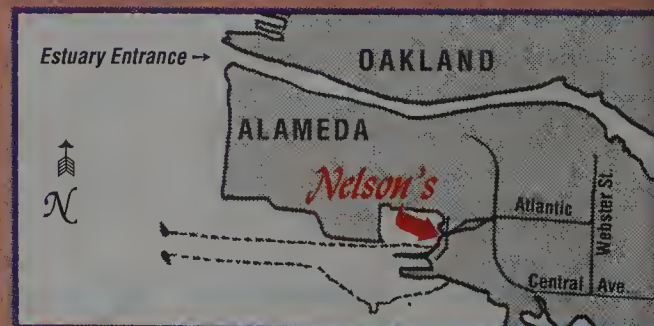
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